

# State of Arizona Highway Safety Annual Report

*Federal Fiscal Year 2022*



**Douglas A. Ducey**  
Governor  
State of Arizona



**Alberto C. Gutier**  
Director and  
Governor's Highway Safety Representative





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# State of Arizona Highway Safety Annual Report

*Federal Fiscal Year 2022*

*prepared for*

U.S. Department of Transportation, National Highway Traffic Safety Administration

*prepared by*

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*This Annual Report is dedicated to all first responders who  
serve the Arizona community – Thank you*

ADOT - ECD	Daisy Mountain FD	Marana PD	Tri-City FD
Apache CSO	Douglas PD	Maricopa CSO	Quartzsite PD
Apache Junction PD	Drexel Heights FD	Maricopa FD	Queen Creek PD
ASU PD	Eagar PD	Maricopa PD	Rincon Valley FD
Avondale Fire & Med	El Mirage FD	Mesa Fire & Med.	Rio Rico FD
Avondale PD	El Mirage PD	Mesa PD	Safford PD
Avra Valley FD	Eloy PD	Miami PD	Sahuarita PD
AZ DLLC	Flagstaff FD	Mohave CSO	Salt River PD
AZ DPS	Flagstaff PD	NAU PD	San Luis FD
AZ Fire & Med.	Florence PD	Navajo CSO	San Luis PD
AZ Game & Fish	Forest Lakes FD	Nogales Fire & Med Dept.	Santa Cruz CSO
AZ Western Coll. PD	Fry Fire District	Nogales PD	Scottsdale PD
Benson PD	Gila CSO	Northern AZ Cons. FD	Sedona FD
Bisbee PD	Gila River PD	Northwest FD	Sedona PD
Blue Ridge FD	Gilbert PD	Oro Valley PD	Show Low PD
Buckeye PD	Glendale PD	Page PD	Sierra Vista PD
Buckeye Valley FD	Globe FD	Paradise Valley PD	Snowflake-Taylor PD
Bullhead City PD	Globe PD	Parker PD	Somerton Cocopah FD
Camp Verde MO	Golden Ranch FD	Patagonia MO	Somerton PD
Casa Grande FD	Goodyear FD	Payson FD	Sonoita-Elgin FD
Casa Grande PD	Goodyear PD	Payson PD	South Tucson FD
Chandler FD	Graham CSO	Peoria PD	South Tucson PD
Chandler PD	Grand Nat'l Park	Phoenix FD	Springerville PD
Chino Valley PD	Green Valley FD	Phoenix PD	St. Johns PD
Clarkdale FD	Greenlee CSO	Pima CC PD	Sun City FD
Clarkdale PD	Harquahala Valley FD	Pima CSD	Superior FD
Clifton PD	Heber-Overgaard FD	Pima PD	Superior PD
Cochise CSO	Highlands FD	Pinal CSO	Surprise Fire Dept.
Coconino CSO	Holbrook PD	Pinal Rural Fire Rescue	Surprise PD
Colorado City FD	Huachuca City PD	Pine Strawberry FD	Tempe PD
Colorado City MO	Jerome PD	Pinetop Fire Dist	Thatcher PD
Congress FD	Kearny PD	Pinetop-Lakeside PD	Three Points FD
Coolidge FD	Kingman PD	Pinewood FD	Timber Mesa Fire & Med. Dist.
Coolidge PD	La Paz CSO	Ponderosa FD	Tolleson FD
Copper Canyon Fire & Med	Lake Havasu City PD	Prescott PD	Tolleson PD
Cottonwood PD		Prescott Valley PD	Tombstone MO

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# 1.0 Arizona GOHS Program Overview

## 1.1 EXECUTIVE SUMMARY

This Arizona Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2022 serves as the State's assessment of the 2022 Highway Safety Plan (HSP). It is required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR § 1300.33 and provides an update of highway safety projects administered by the Arizona Governor's Office of Highway Safety (GOHS).

The projects and funding administered by GOHS were approved by NHTSA Region 9 in the FFY 2022 HSP and subsequent revisions throughout the year.

Each year, GOHS develops the HSP which identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Arizona's HSP and documents the use of grant funding administered by NHTSA for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Fixing America's Surface Transportation (FAST) Act. GOHS has reviewed and implemented the FAST Act in FFY 2022 in Arizona.

GOHS administers Federal funds to state, local and nonprofit organizations who agree to work toward the shared goal of reducing deaths and serious injuries due to motor vehicle crashes through implementation of programs and projects that address driver behaviors and improvements in the traffic records systems.

Total traffic fatalities in Arizona increased from 1,054 in 2020 to 1,180 in 2021. Any life lost due to a motor vehicle crash is tragic. GOHS and our safety partners continue to work toward the shared goal of reducing fatalities and injuries through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). GOHS will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing fatalities and injuries on Arizona's roadways.



## 1.2 ACCOMPLISHMENTS

- The Governor’s Office of Highway Safety (GOHS) partnered with the Arizona Supreme Court and the Phoenix Police Department implemented the “Electronic Search Warrant” for blood draws in DUI cases. Officers can now obtain electronic search warrants from a Superior Court judge based in Maricopa County in less than eight minutes. GOHS Director has implemented this statewide with the help from the Arizona Supreme Court staff. AZ DPS is helping with training statewide to agencies. Over 7,800 officers are certified to use the system.
- GOHS collaborated to open three new Phlebotomy colleges – Gateway Community College, Eastern Arizona College and Northland Pioneer College. With these new colleges located in all regions of the state, offices now have more accessibility to location and classes for their Phlebotomy training. This allowed Arizona to increase the number of officers certified in Phlebotomy.
- Law enforcement agencies made over 1,008,901 traffic stops in 2022, DUI arrests totaled just over 25,398.
- Of the grants awarded to address speed and reckless driving, Agencies used funds for the acquisition of speed detection devices – totaling over \$300,000.
- The percentage of motorists wearing seat belts was 87.0% in FY 2022 with a Secondary Seat Belt Law in the Arizona statutes.
- GOHS provided grant funds over \$150,000 to purchase over child safety/booster seats in FFY 2022. Through numerous organizations, over 2,128 child safety/booster seats were installed through the end of November 2022.
- GOHS reviewed more than 281 grant proposals submitted and awarded 318 grants to 121 agencies/organizations for FFY 2022.
- GOHS and our grantees issued over 209 news releases to media both local and statewide in FFY 2022.

## 1.3 LOOKING FORWARD

The Governor's Office of Highway Safety (GOHS) and Arizona law enforcement continue to work hard to decrease fatalities through enforcement and education. Law enforcement agencies continue to arrest impaired drivers and cite speeding and seat belt violators aggressively. As the leading agency in the State of Arizona dedicated to promoting traffic safety, GOHS looks forward to meeting the challenges ahead in 2023. Next year, GOHS will:

- Promote traffic safety through extensive enforcement, education and public awareness activities.
- Maintain and enhance existing DUI operations, including task forces, saturation patrol deployments.
- Continue to fund programs and identify strategies to reduce speed-related crashes, fatalities and injury collisions.
- Continue to promote Arizona as the preeminent state for Drug Recognition Expert and Phlebotomy training through the enhancement of these programs.
- Complete statewide training for grantees on the FFY 2023 proposal guide.
- Host an annual conference for law enforcement, prosecutors and judges.
- Continue to actively participate in national enforcement campaigns, such as the Labor Day DUI enforcement campaign, Winter Holiday DUI Crackdown, and the Click it or Ticket Mobilization.
- Enhance and expand the Children are Priceless Passengers program.
- Maintain or increase the seat belt usage percentage rate.

GOHS is confident that it will continue to meet and surpass the goals and objectives delineated in the FFY 2022 Highway Safety Plan and those enumerated above to reduce traffic fatalities and injuries in Arizona in the next year and beyond. GOHS is well prepared to meet these, and other challenges that lie ahead, to keep the public safe on Arizona's streets and highways.

## 1.4 INTRODUCTION

The Governor's Office of Highway Safety (GOHS) supports activities having the greatest potential to save lives, reduce injuries and improve highway safety in Arizona. GOHS staff analyzed a broad range of data, reviewed relevant highway safety research and applied in-house expertise to identify the most significant safety problems in the State. Relevant magnitudes of various contributing crash factors were reviewed and tracked over time, as were the demographics of drivers and crash victims and whether they used, or did not use, appropriate safety equipment.

Table 1.1 summarizes this analysis and displays the relative importance of various contributing crash factors, modes of travel and demographics to crash fatalities in Arizona in 2021.

**Table 1.1 Arizona Crash Factors as Total Fatalities 2021**

Speeding Related	Unrestrained Vehicle Occupant	Pedestrians	Alcohol-Impaired Driving*	Motorcyclists	Drivers Age 20 and Younger	Bicyclists
359	366	257	293	160	125	45

Source: ADOT State Crash Facts 2021

\*FARS 2020 (The difference between the requirements from pulling data from ADOT State Crash files, GOHS used FARS for Alcohol-Impaired Driving)

This data shows that unrestrained occupants, speeding, and alcohol impairment are the factors having the greatest impact on fatalities in Arizona. Therefore, GOHS has focused its resources on addressing these factors through the following Tier 1 program areas:

- **Occupant Protection (OP)** - To increase the statewide seat belt/child safety seat (CSS) usage rates of motor vehicle occupants and to increase public information and education of the benefits of seat belt/CSS usage for adults and children.
- **Police Traffic Services (PT)** - To achieve and maintain compliance with traffic laws such as speeding, reckless driving, and red light running. Enforcement must be consistent, impartial and uniformly applied to all drivers.
- **Alcohol and Other Drugs (AL)** - To reduce the number and severity of crashes in which alcohol and/or drugs are contributing factors.

GOHS addresses other conditions and contributing crash factors through the following Tier 2 program areas:

- **Accident Investigation (AI)** - To provide training and resources for vehicular crimes units to more effectively aid in the investigation and thus increasing prosecution of "at fault" drivers.
- **Emergency Medical Services (EM)** - To support rural first responders with emergency medical services (EMS) equipment.
- **Motorcycle Safety (MC)** - To increase the public's awareness, understanding of and participation in motorcycle safety.
- **Pedestrian and Bicycle Safety (PS)** - To increase the public's awareness of pedestrian and bicycle safety, while encouraging their participation. The public targeted included pedestrians from a wide range of demographics - from schoolchildren to the elderly.

- **Traffic Records (TR)** - To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, correctional and emergency response disciplines.

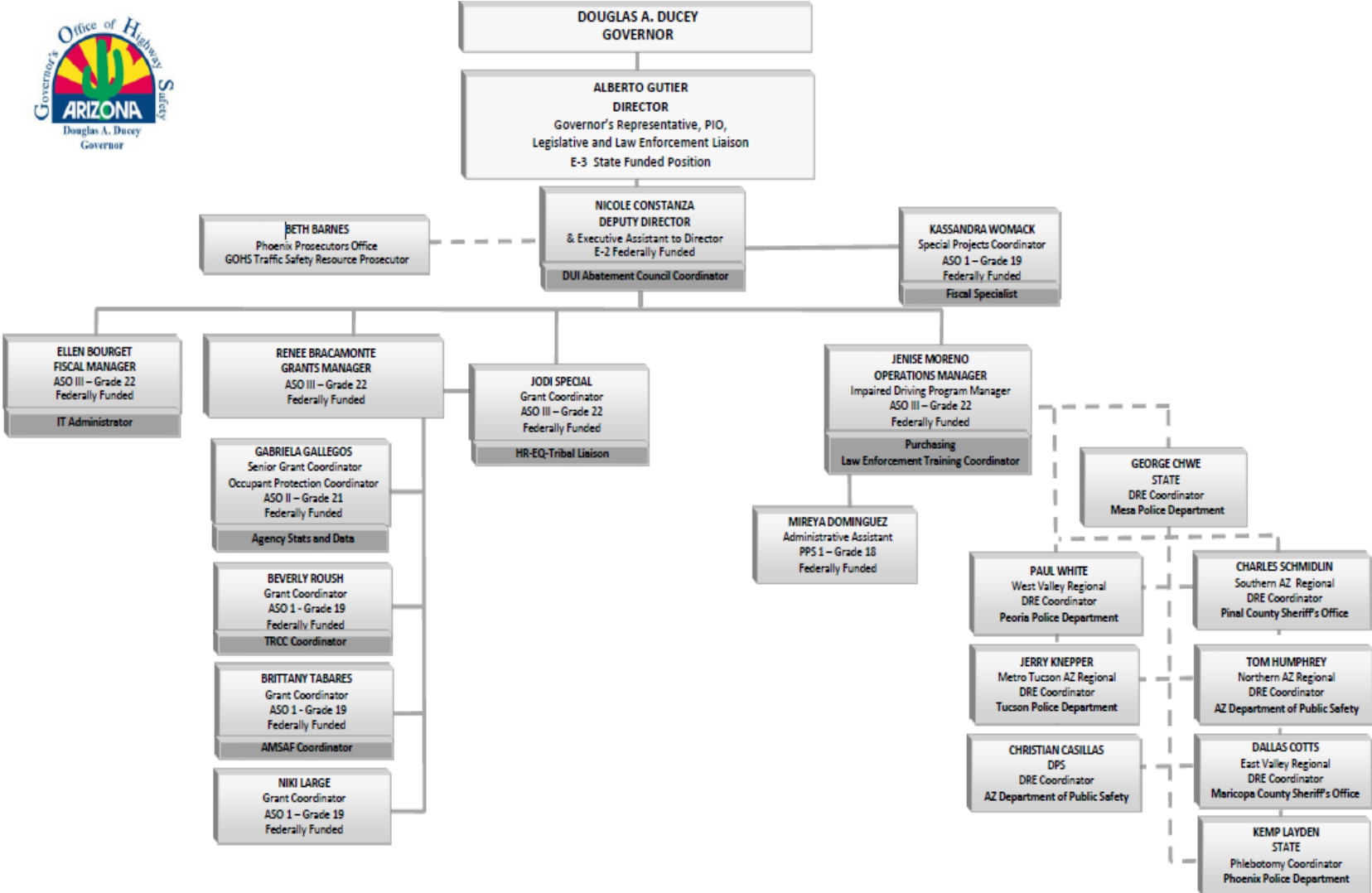
## **1.5 ARIZONA GOHS MISSION**

The Governor's Office of Highway Safety (GOHS), as the focal point for highway safety issues in Arizona, provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.

## **1.6 ARIZONA GOHS ORGANIZATION**

The Governor's Office of Highway Safety (GOHS) is led by the Director, Alberto C. Gutier, who is appointed by and reports to the Governor of Arizona, Douglas A. Ducey. Director Gutier is supported by a Deputy Director/Executive assistant, Nicole Costanza and administrative staff; grant-funded programs for a variety of agencies and other institutions is headed by Grant Manager, Renee Bracamonte; financial staff is headed by the Fiscal Manager, Ellen Bourget; and project management staff. The dotted lines in the organizational chart (Figure 1.1) depict the Traffic Safety Resource Prosecutors. This position is supported by GOHS and housed in an office outside of the GOHS office.

Figure 1.1 Organizational chart





## 1.7 STRATEGIC PARTNERS

The Governor's Office of Highway Safety (GOHS) appreciates the cooperation and support of many stakeholders at the federal and state level including:

- Arizona Department of Transportation;
- Arizona Department of Public Safety;
- Arizona Department of Health Services;
- Arizona Department of Liquor Licenses and Control;
- Arizona DUI Abatement Council;
- Arizona Association of Chiefs of Police;
- Arizona Sheriffs Association;
- Arizona Prosecuting Attorneys Advisory Council;
- Arizona Restaurant Association;
- National Safety Council;
- Red Means Stop Coalition;
- Mothers Against Drunk Driving (MADD);
- Students Against Destructive Decisions (SADD);
- Beverage Alcohol Community Information Council (BACIC);
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration; and
- National Highway Traffic Safety Administration.

## 1.8 LEGISLATIVE UPDATE

In FFY 2019, the AZ Legislative passed and the Governor signed a bill to prohibit Distracted Driving including texting, and cell phone use that took effect on January 1, 2021 statewide.

## 2.0 Highway Safety Performance

### 2.1 PROGRESS ASSESSMENT

#### Core Performance Measures

The primary highway safety goal for Arizona is to reduce fatalities across all program areas. The Governor's Office of Highway Safety (GOHS) tracks performance measures based on the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) data in combination with several other data sources to understand trends and set safety performance targets. Table 2.1 identifies the performance measures which the GOHS tracked in FFY 2022. These performance measures mirror the outcome, behavior and activity performance measures developed by NHTSA in collaboration with the Governors Highway Safety Association (GHSA).

**Table 2.1 Arizona Highway Safety Core Performance Report**

Assessment of Results in Achieving Performance Targets for FY22 and FY21									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY 22 Progress Results	On Track to Meet FY22 Target Y/N ** (in-progress)	Target Value FY21 HSP	Target Year(s)	Data Source/ FY21 Final Result	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2018-2022	1,045.2	2017 - 2021 STATE 999	In progress	985.1	2017-2021	2017-2021 STATE 999	N
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	3,210.7	2017 - 2021 STATE 3,869.8	In progress	3,661.6	2017-2021	2017 - 2021 STATE 3,869.8	N
C-3) Fatalities/VMT	5 year	2018-2022	1.568	2017 - 2021 STATE 1.50	In progress	1.431	2017-2021	2017 - 2021 STATE 1.50	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2022	307	2021 STATE 366	In progress	307	2021	2021 STATE 366	N
C-5) Alcohol-Impaired Driving Fatalities	Annual	2022	177	*2020 FARS 293	In progress	260	2021	*2020 FARS 293	N
C-6) Speeding-Related Fatalities	Annual	2022	330	2021 STATE 359	In progress	302	2021	2021 STATE 359	N
C-7) Motorcyclist Fatalities	Annual	2022	157	2021 STATE 160	In progress	193	2021	2021 STATE 160	Y
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2022	72	2021 STATE 65	In progress	85	2021	2021 STATE 65	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2022	114	2021 STATE 125	In progress	123	2021	2021 STATE 125	N
C-10) Pedestrian Fatalities	Annual	2022	230	2021 STATE 257	In progress	274	2021	2021 STATE 257	Y
C-11) Bicyclist Fatalities	Annual	2022	32	2021 STATE 45	In progress	35	2021	2021 STATE 45	N
	Annual	2022	91.0	2022 State Survey 87.0%	In progress	91.0	2021	2021 State survey 88.8%	N

Core Behavior Measures	2021 Actual	2022 Target
Observed seat belt use	88.8%	91%

Activity Measures	FFY2022
Seat belt citations	19,409
Impaired driving arrests	24,193
Speeding citations	225,792

Sources: ADOT State crash facts FFY 2021  
 2022 Targets - FFY 2022 HSP  
 Serious Traffic Injuries and VMT - ADOT Crash Facts  
 Core Behavior Measures - Preusser Research Groups Inc.  
 Activity Measures - FFY GOHS Enforcement Reporting System  
 \*FARS data not available for FFY 2021. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to use 2020 FARS for C-5.

## 2.2 HIGHWAY SAFETY TRENDS

Table 2.2 below shows the data points associated with the performance measures identified in the previous section. Figures illustrating each performance measure's trend follow on the next six pages.

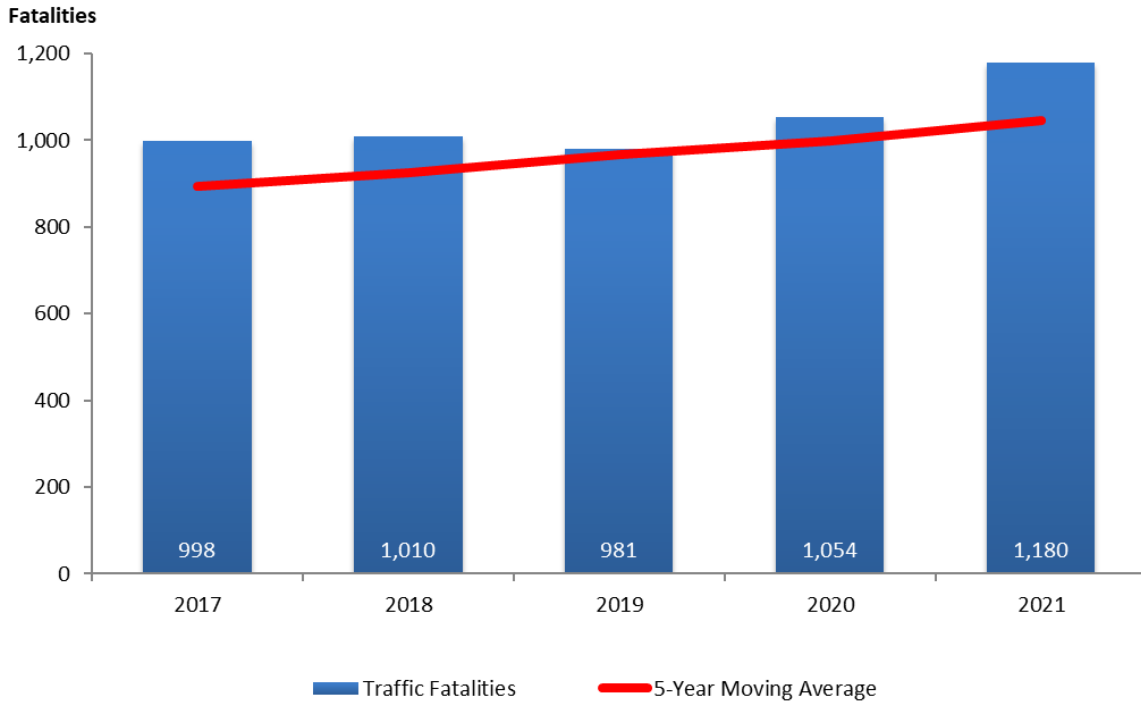
**Table 2.2 Arizona Highway Safety Trends**

	2017	2018	2019	2020	2021*	5-Year <sup>a</sup> Average
Fatalities	998	1,011	979	1054	1,180	1,044
Serious Traffic Injuries	4,112	3,729	3,561	3,801	3,502	3,741
Fatalities/100M VMT	1.53	1.53	1.39	1.61	1.60	1.53
Passenger Unrestrained Vehicle Occupant Fatalities	243	243	220	234	366	261
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	270	298	259	293	N/A	280
Speeding-Related Fatalities	313	310	325	353	359	332
Motorcycle Fatalities	162	156	175	161	160	163
Unhelmeted Motorcycle Fatalities	86	74	86	77	65	78
Drivers Age 20 or Younger in Fatal Crashes	117	106	101	118	125	113
Pedestrian Fatalities	213	236	210	222	257	228
Bicycle Fatalities	32	24	30	33	45	33
Percent Observed Belt Use for Passenger Vehicles	86.1%	85.9%	90.6%	90.6%	88.8%	88.4%
Number of Seat Belt Citations Issued	31,238	33,511	31,184	22,280	24,099	28,462
Number of Impaired Driving Arrests Made <sup>b</sup>	27,652	28,094	28,823	27,912	30,411	28,578
Number of Drug Impaired Driving Arrests Made <sup>c</sup>	7,040	6,680	7,287	8,291	8,439	7,547
Number of Other Citations (including speed) Issued	616,761	622,390	595,722	459,736	458,368	550,595
Number of grant funded DUI Checkpoints/Saturation Patrols <sup>d</sup>	16/4,389	14/4,733	5/3,471	1/3,853	1/3,714	7/4,032

Source: Serious Traffic Injuries - ADOT  
 Fatalities/100M VMT - Estimated per ADOT /GOHS 2021 Crash Facts Report  
 \*All Data - FARS 2020 and ADOT State Crash facts for 2021. FARS data not available for FFY 2021. The difference between the requirements from pulling data from ADOT State Crash files, therefore C-5 for 2021 is significantly different.  
 Observed Belt Use - Behavior Research Center  
 Seat Belt Citations, Impaired Driving Arrests, Other Citations - GOHS Enforcement Reporting System

Notes: <sup>a</sup> 5-year Average includes years 2017-2020 and ADOT 2021 data.  
<sup>b</sup> The number of Impaired Driving Arrest Made includes all alcohol and drug impaired driving arrest. Alcohol and Drug combination impaired driving arrest data is not available.  
<sup>c</sup> The number of Drug Impaired Driving Arrest are not included in the total Number of Impaired Driving Arrest Made.  
<sup>d</sup> The numbers shown for DUI saturation patrols are calendar year. The number of DUI checkpoints are for FFY indicated.

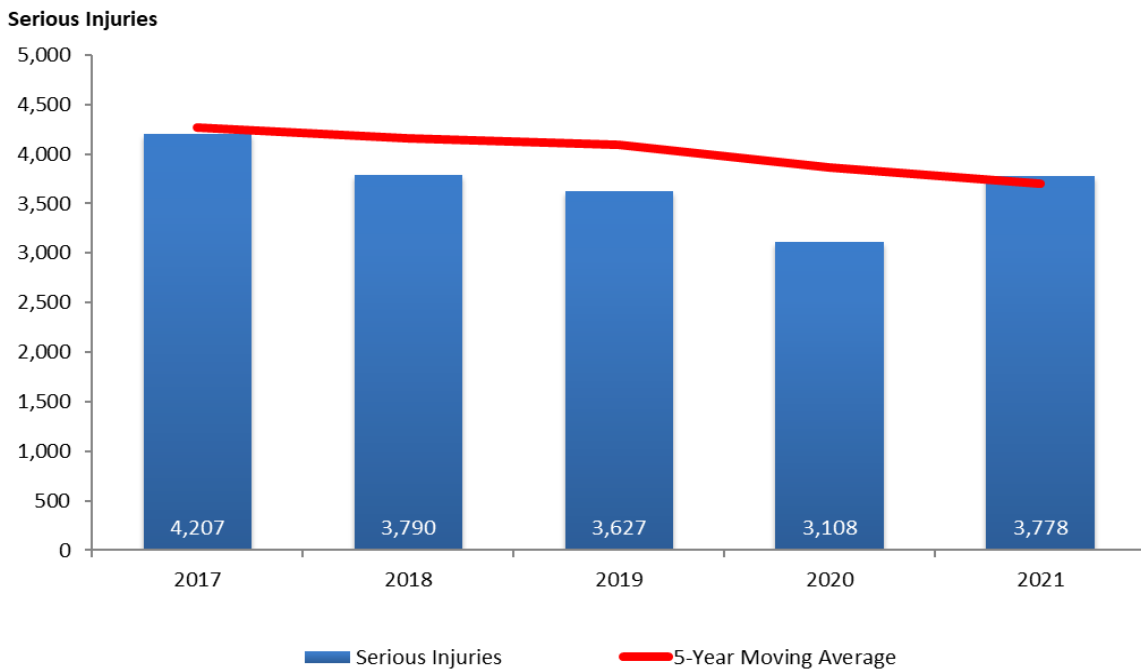
**Figure 2.1 Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

**Figure 2.2 Serious Traffic Injuries**

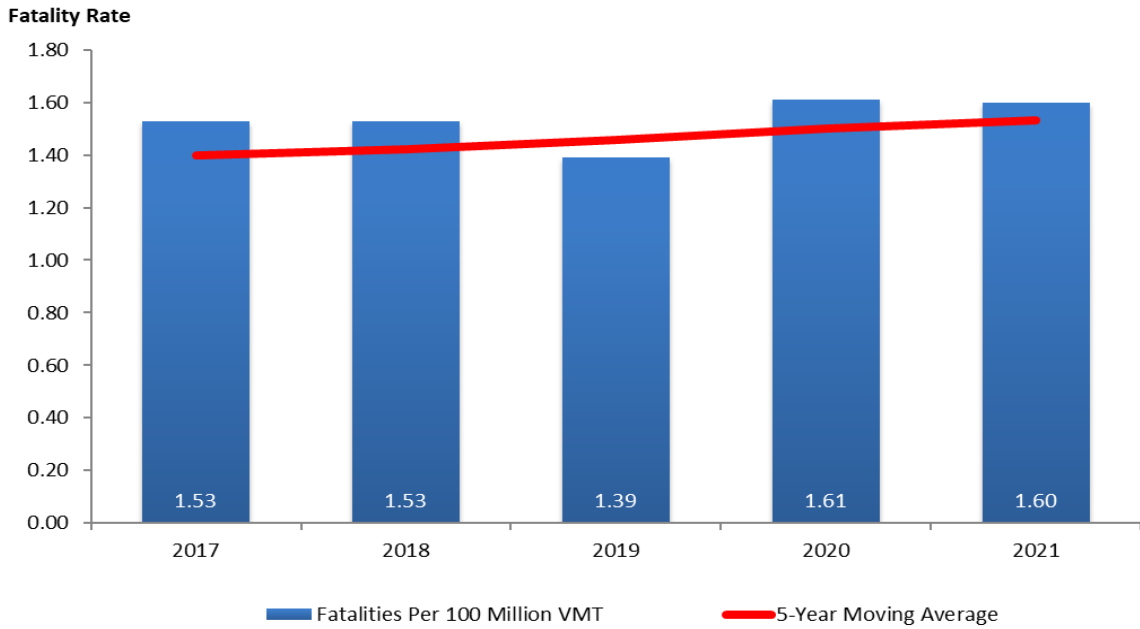


Source: ADOT

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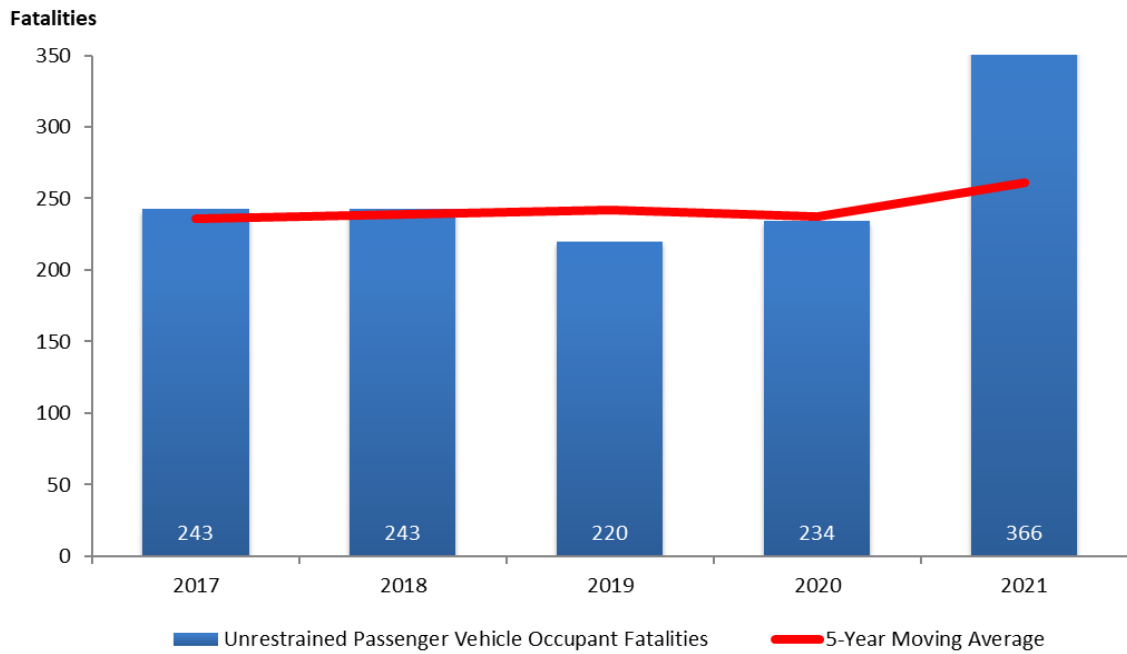
**Figure 2.3 Fatality Rate**



Source: FARS (2017 - 2020, ADOT State Crash Facts 2021)

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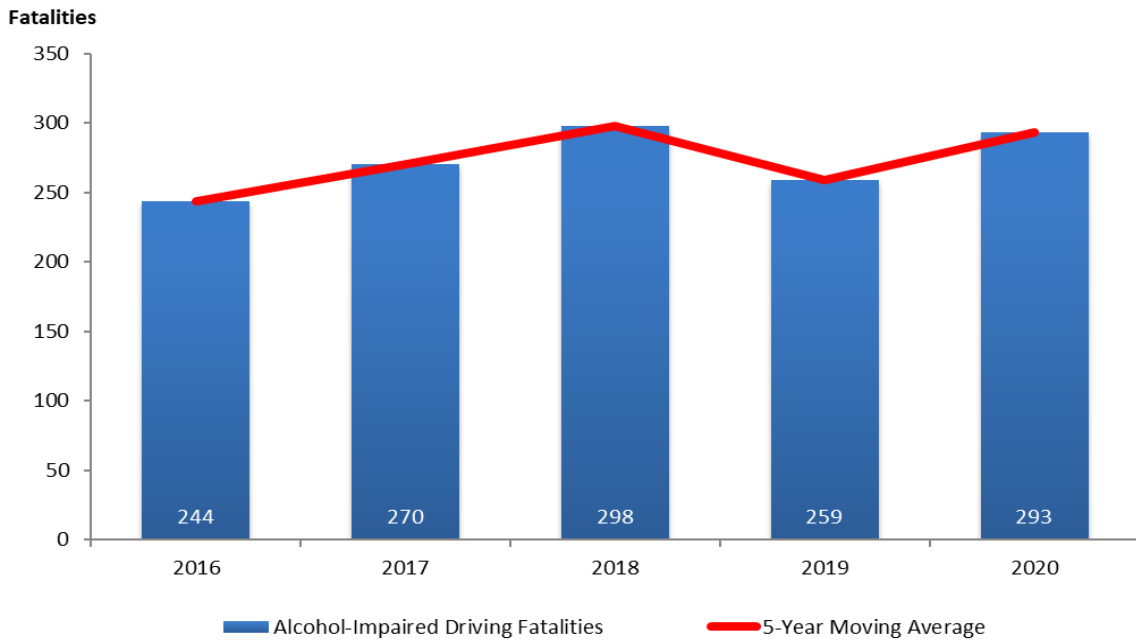
**Figure 2.4 Unrestrained Passenger Vehicle Occupant Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

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**Figure 2.5 Alcohol-Impaired Driving Fatalities**

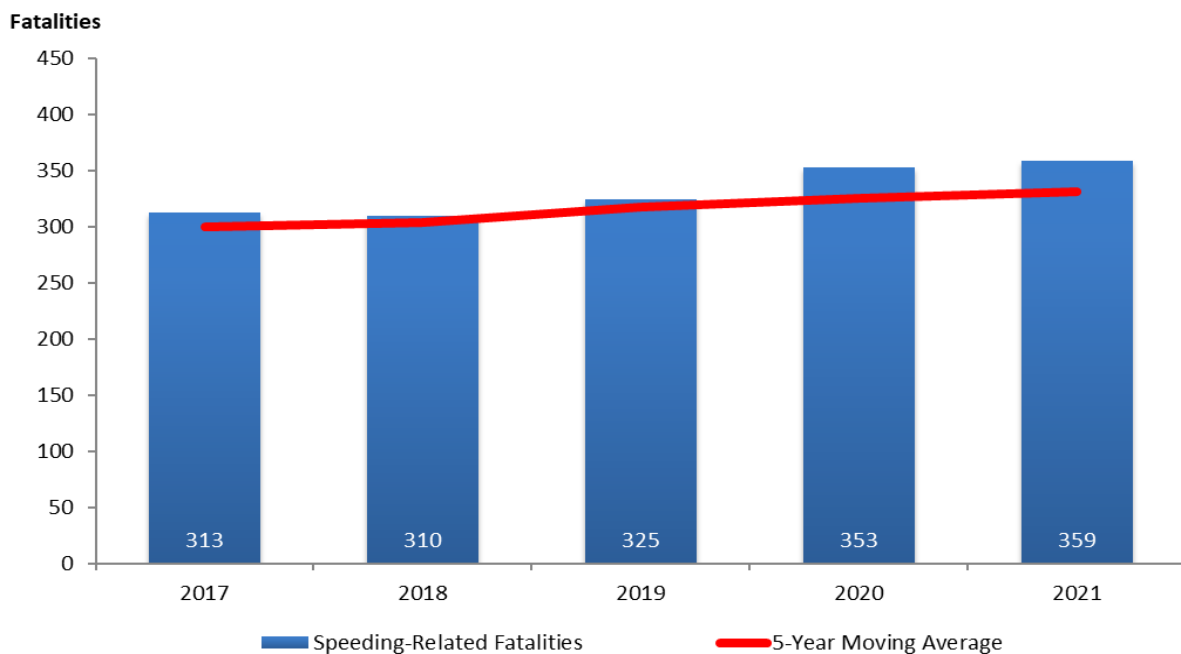


Source: FARS (2016-2020, 2021 not available)

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*Note: The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to FARS to compute the performance target until there is sufficient data from ADOT to establish future trends.*

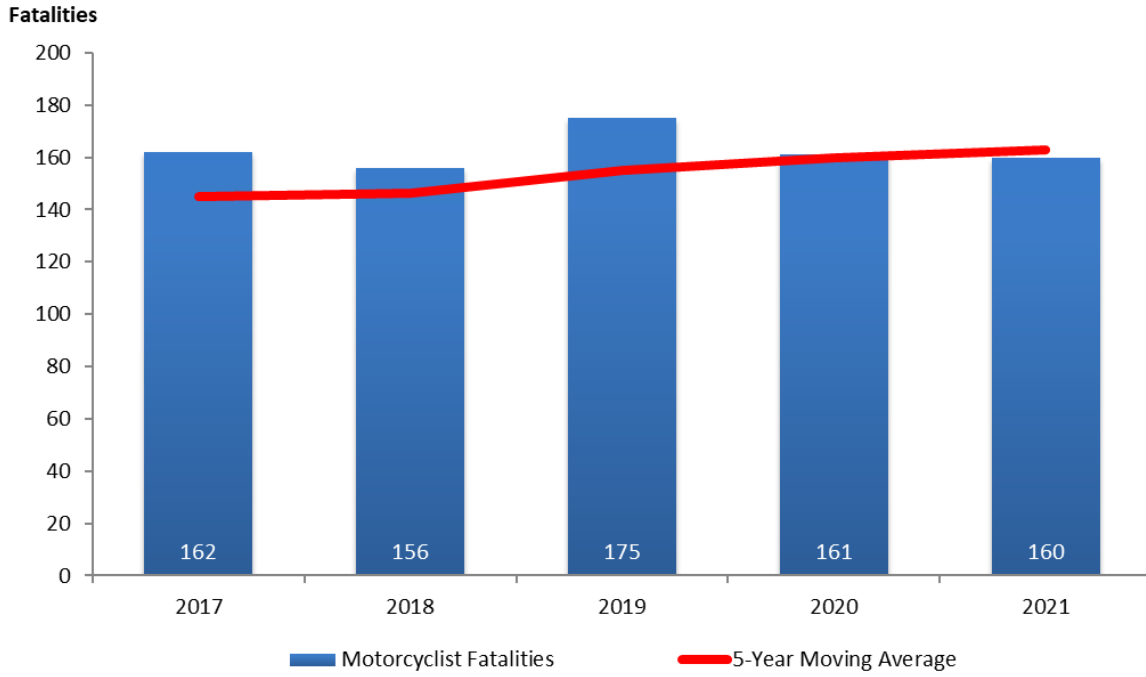
**Figure 2.6 Speeding-Related Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

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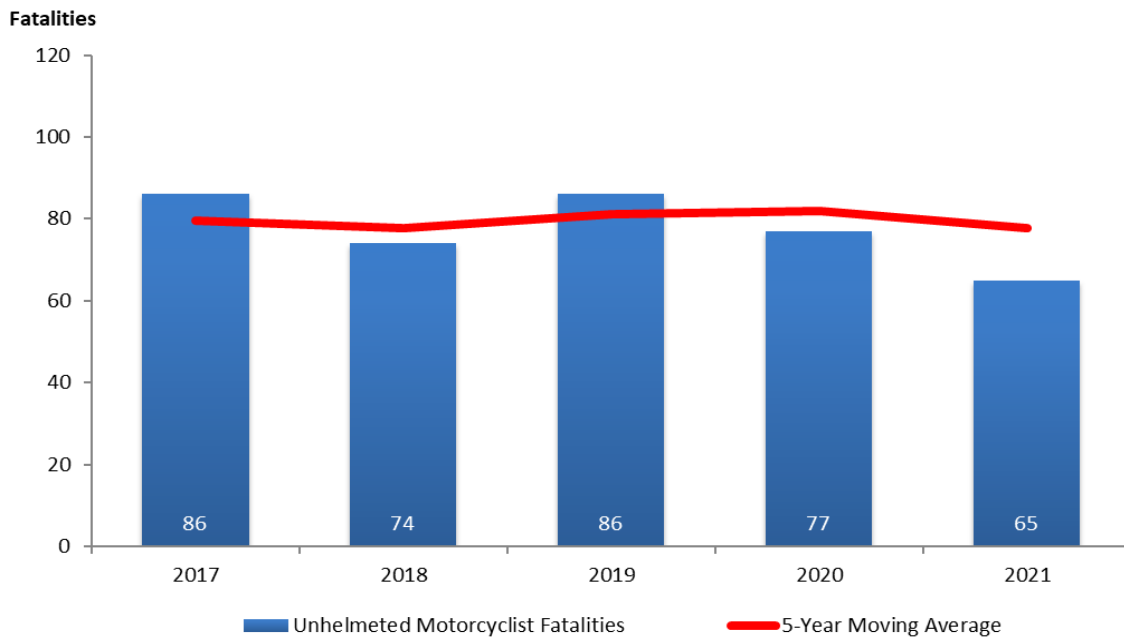
**Figure 2.7 Motorcycle Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

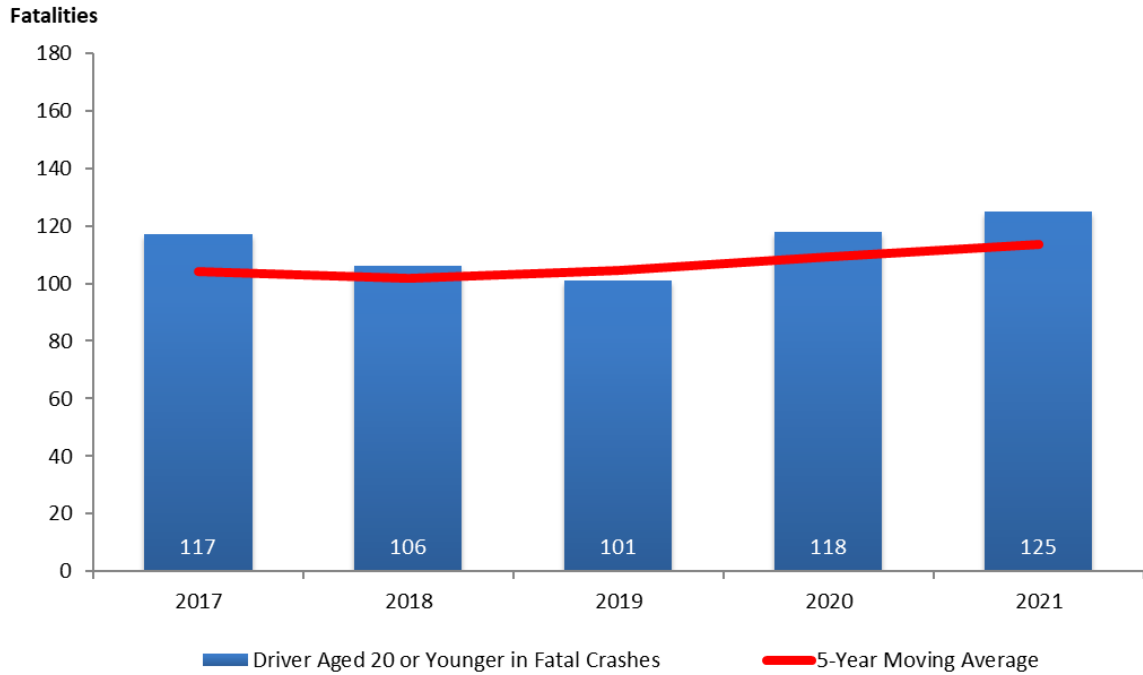
**Figure 2.8 Unhelmeted Motorcycle Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

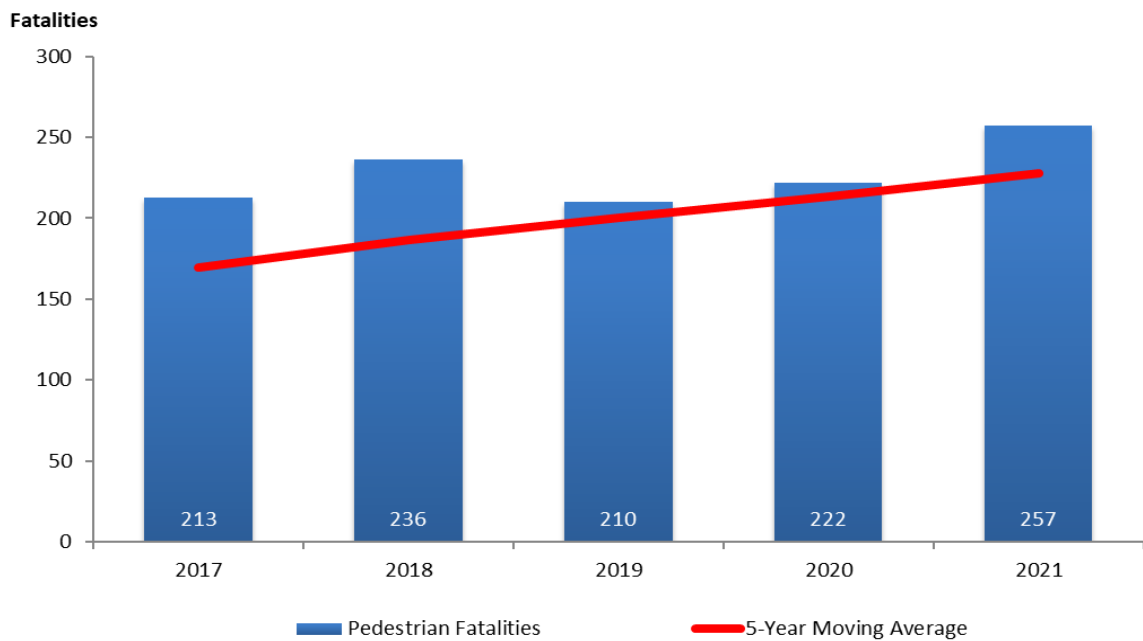
**Figure 2.9 Drivers Age 20 or Younger in Fatal Crashes**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

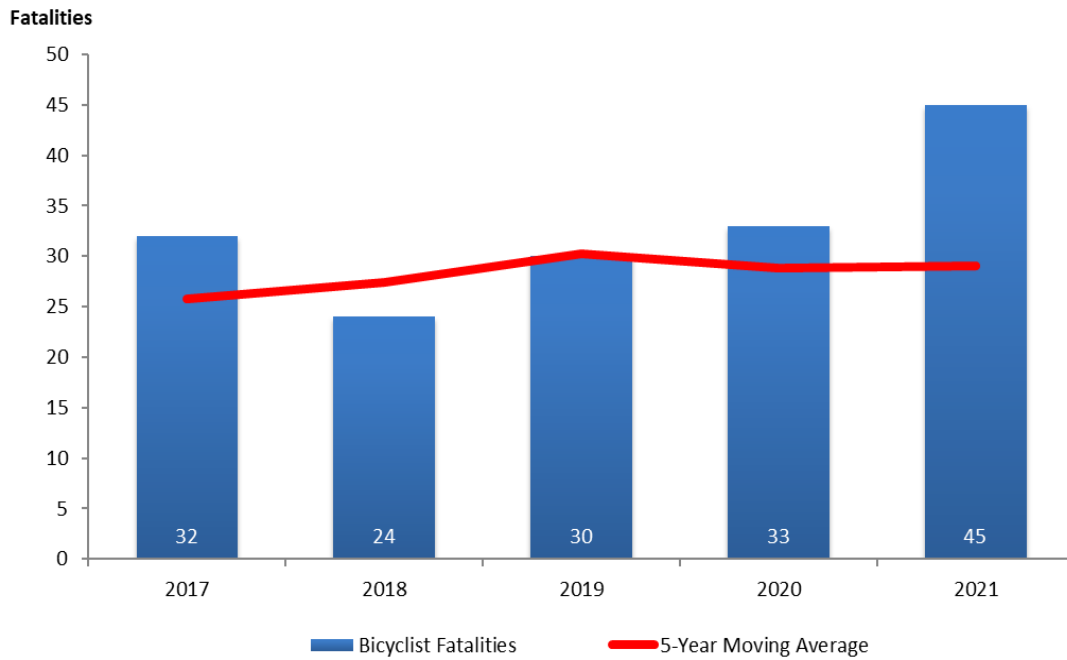
**Figure 2.10 Pedestrian Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

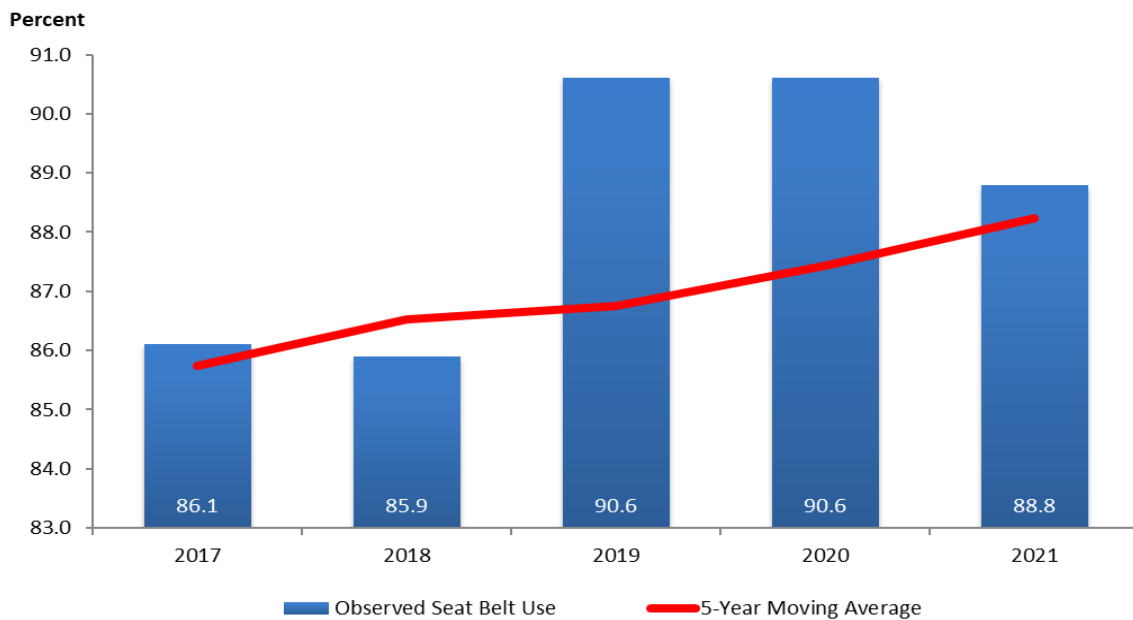
**Figure 2.11 Bicycle Fatalities**



Source: FARS (2017-2020, ADOT State Crash Facts 2021)

December 2022

**Figure 2.12 Percent Observed Seat Belt Use for Passenger Vehicles**



Source: Arizona Annual Seat Belt Use Survey

December 2022

## 3.0 Evidence-based traffic safety enforcement program (TSEP)

A significant portion of Arizona's highway safety grant funds was awarded to law enforcement agencies. GOHS developed policies and procedures to ensure that enforcement resources were used efficiently and effectively to support the goals of the State's highway safety program. Arizona incorporated an evidence-based approach in its statewide enforcement program. All enforcement agencies who received grant funding also used a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified was included in the funding application submitted to GOHS, along with the proven strategies that were implemented to address the problem.

To ensure enforcement resources were deployed effectively, law enforcement agencies were directed to implement evidence-based strategies using the data provided. Examples of proven strategies included targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, was also required. Several mandated holiday enforcement saturation patrols were included. The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that used data to identify high crash locations were also proven strategies. By implementing strategies that research has shown to be effective, more efficient use was made of the available resources and the success of enforcement efforts was enhanced. Multi-jurisdictional enforcement efforts were encouraged and supported by GOHS.

Enforcement grants were monitored throughout the year by GOHS. Representatives of police agencies and associated Law Enforcement Liaisons (LELs); contact with enforcement agencies was maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies were continuously evaluated for their impact and effectiveness and modifications were made, where warranted. A citation/arrest database was used to track and monitor enforcement efforts.

## 4.0 Program Areas

The performance targets, accomplishments and performance measures of the ten program areas addressed in Arizona's *FFY 2022 Highway Safety Plan* are described in this section.



## 4.1 ACCIDENT INVESTIGATION (AI)

Accident investigations was conducted to determine the causes, contributing factors and consequences of crashes. Key activities include verifying the parameters of the crash as well as its demarcations and location. Statements from witnesses, victims and other drivers are collected and reviewed as part of the investigation to determine the “at fault” driver and whether and to whom citations should be issued. An accident investigation culminates in a report that summarizes the findings, determines where the vehicles were positioned before and after the crash and identifies the cause(s) of the crash.

Accident investigations are critical for felony prosecution of vehicular crimes and provide accurate crash data for the Governor’s Office of Highway Safety (GOHS), the National Highway Traffic Safety Administration, the Arizona Department of Transportation and others.

Many jurisdictions have a Vehicular Crimes Unit that are trained to conduct accident investigations. The Arizona Department of Public Safety provides accident investigation services for those smaller jurisdictions unable to afford the sophisticated equipment needed to conduct them.

### Performance Assessment

**Table 4.1 Performance Targets, Status and Measures (Accident Investigation)**

Performance Target and Status	Performance Measure
<p><b>Performance Target:</b> The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2015 - 2019 was analyzed, along with 2020 state crash data to project annual traffic fatalities for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-1, is 1,045.2 total traffic fatalities based on a 5-year rolling average for the years of 2018-2022.</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is an upward trend in fatalities and AZ is projected to not meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p>
<p><b>Performance Target:</b> The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2016-2020 was analyzed to project annual serious traffic injuries for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-2, is 3,210.7 serious traffic injuries based on a 5-year rolling average for the years of 2018-2022.</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is a downward trend in serious traffic injuries and AZ is projected to meet this target. A multiple of factors may be</p>	<p>C-2) Number of serious injuries in traffic crashes</p>

influencing this positive trend, including but not limited to; safer vehicles, higher seat belt use, effective traffic enforcement, and awareness and education campaigns. GOHS will fund priority programs in its HSP that will lead to lower serious injuries crashes.	
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## Projects and Funding

Table 4.2 contains a list of the Accident Investigation projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Accident Investigation Overtime (AI-OT);
- Accident Investigation Equipment and Materials and supplies (AI-EQ);
- Accident Investigation Training and supplies (AI-TR).

**Table 4.2 FFY 2022 Accident Investigation Projects****Related Performance Measure**

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Accident Investigation Overtime (AI-OT)	Maricopa CSO	2022-AI-006	Sec. 402	\$106,277.47	\$104,637.46
Accident Investigation Equipment and Materials and supplies (AI-EQ)	Chandler PD	2022-AI-001	Sec. 402	\$4,800.00	\$4,743.99
	Pima CSD	2022-AI-008	Sec. 402	\$15,855.00	\$15,855.00
	Sahuarita PD	2022-AI-009	Sec. 402	\$13,337.00	\$13,337.00
	Surprise PD	2022-AI-010	Sec. 402	\$2,471.00	\$2,445.41
	Yuma CSO	2022-AI-013	Sec. 402	\$18,771.00	\$18,584.00
	Yavapai CSO	2022-AI-014	Sec. 402	\$29,629.00	\$27,937.32
	Glendale PD	2022-AI-015	Sec. 402	\$69,276.00	\$65,267.13
Accident Investigation Training and supplies (AI-TR)	Coolidge PD	2022-AI-002	Sec. 402	\$36,926.50	\$36,926.50
	Eloy PD	2022-AI-003	Sec. 402	\$22,750.00	\$2,445.00
	Flagstaff PD	2022-AI-004	Sec. 402	\$37,867.00	\$31,725.11
	Gilbert PD	2022-AI-005	Sec. 402	\$3,280.00	\$3,280.00
	Mesa PD	2022-AI-007	Sec. 402	\$9,210.00	\$5,070.00
	Tempe PD	2022-AI-011	Sec. 402	\$21,765.00	\$12,315.49
	Tucson PD	2022-AI-012	Sec. 402	\$22,157.00	\$18,415.56
	GOHS Accident Investigation Training Support Program	2022-AI-500	Sec. 402	\$141,000.00	\$133,012.92
<b>Total Funds Spent (Accident Investigation)</b>				<b>\$555,371.97</b>	<b>\$495,997.89</b>

## **Performance Results – Accident Investigation**

In FFY 2022, the equipment, overtime, training and supplies awarded through Arizona’s Accident Investigation grants allowed agencies to conduct accident investigations for themselves and for other agencies lacking the equipment and/or expertise required to conduct investigations on their own. Equipment procured through these grants is the most current and technologically advanced available for conducting on-scene investigations. The increased ability of agencies in Arizona to conduct exemplary accident investigations is resulting in more effective prosecution of “at fault” drivers of fatal traffic collisions and removal of dangerous drivers from Arizona’s roads.

### **Project Descriptions**

The following are descriptions of the accident investigation areas, including the outcomes of the areas over the FFY 2022.

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#### **Accident Investigation Overtime (AI-OT)**

**Project Description** – The Maricopa County Sheriff’s Office was awarded a grant for overtime to properly respond to collisions involving the potential for criminal charges.

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#### **Accident Investigation Equipment (AI-EQ)**

**Project Description** –Funding was awarded to several Agencies to purchase equipment and material and supplies to aid in the investigation and reconstruction of traffic accidents. If the equipment package did not include training, the grants included funding for training to allow officers to become proficient in the use of the equipment. The Pima County Sheriff’s Department, Sahuarita Police Department, Yuma County Sheriff’s Office and the Glendale Police Department all were awards funds to purchase CDR tool kits and cables. This device is used to record crash scene data and properly capture evidence required in accident investigations from vehicles.

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#### **Accident Investigation Training and Supplies (AI-TR)**

**Project Description** – Funding was awarded to agencies for officers to participate in accident investigation training. In addition, funds were used to send officers from agencies to attend training through the Institute of Police Technology and Management.

## 4.2 ALCOHOL AND OTHER DRUGS (AL)

Alcohol and drug-related crashes are a leading cause of death on Arizona roads and highways. Stopping impaired driving and reducing the number of alcohol and drug impaired fatalities continues to be the number one priority of the Governor's Office of Highway Safety (GOHS). According to FARS data in 2020, Arizona had 293 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred, an increase from 259 in 2019. Clearly, Arizona's sustained, long-term, highly visible enforcement coupled with effective education programs has reduced impaired driving crashes and fatalities over the past several years. Arizona has some of the toughest impaired driving laws in the country and it continues to address impaired driving crashes from a variety of angles.

Training law enforcement officers in combating impaired driving is a strong focus of Arizona's efforts to decrease impaired driving fatalities. The State has a cadre of superbly trained officers in alcohol and drug-impaired driver detection, but the challenges continue. For 2022, Arizona has trained 239 in ARIDE, 62 in DITEP, 732 in SFST/HGN (27 Instructor course, 33 Refresher course, 610 Training course, 62 Wet workshop), 89 in DRE (6 DRE refresher, 72 Training Preschool & School and 11 Instructor course), and 371 in Phlebotomy (220 Initial Training course, 151 Refresher course). Arizona as a total of 327 DREs statewide.

### Performance Assessment

**Table 4.3 Performance Targets, Status and Measures (Alcohol and Other Drugs)**

Performance Target and Status	Performance Measure
<p><b>Performance Target:</b> The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2015 - 2019 was analyzed, along with 2020 state crash data to project annual traffic fatalities for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-1, is 1,045.2 total traffic fatalities based on a 5-year rolling average for the years of 2018-2022.</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is an upward trend in fatalities and AZ is projected to not meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	C-1) Number of traffic fatalities
<p><b>Performance Target:</b> The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2016-2020 was analyzed to project annual serious traffic injuries for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-2, is 3,210.7 serious traffic injuries based on a 5-year rolling average for the years of 2018-2022.</p>	C-2) Number of serious injuries in traffic crashes

<p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is a downward trend in serious traffic injuries and AZ is projected to meet this target. A multiple of factors may be influencing this positive trend, including but not limited to; safer vehicles, higher seat belt use, effective traffic enforcement, and awareness and education campaigns. GOHS continues to fund priority programs in its HSP that will lead to lower serious injuries crashes.</p>	
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that alcohol impaired fatalities have decreased over the past two years; therefore, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 177 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of alcohol-impaired fatalities on Arizona roadways. Additional impaired driving enforcement grants will be awarded and training opportunities provided in the future.</p>	<p>C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.</p>

## Projects and Funding

Table 4.4 contains a list of the many Alcohol and Other Drugs projects, relevant performance measures, funds spent on each project, and project status. These projects are grouped into the following planned activities:

- DUI/Impaired Driving Enforcement and Overtime (AL-EN);
- DUI/Impaired Driving Equipment & Supplies (AL-EQ, AL-MS);
- DUI/Impaired Driving Training (AL-TR);
- DUI/Impaired Driving Awareness (AL-AW; AL-Media); and
- Traffic Safety Resource Prosecutor (AL-TSRP).

**Table 4.4 FFY 2022 Alcohol and Other Drugs Projects**

**Related Performance Measure**

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Apache CSO	2022-AL-002	Sec. 402	\$3,200.00	\$2,932.29
	AZ DLLC	2022-AL-003	Sec. 402	\$81,836.00	\$81,473.82
	AZ DPS	2022-AL-004	Sec. 402	\$10,000.00	\$10,000.00
	AZ DPS	2022-AL-005	Sec. 402	\$61,000.00	\$61,000.00
	AZ Supreme Court	2022-AL-008	Sec. 402	\$80,808.00	\$80,808.00
	Casa Grande PD	2022-AL-009	Sec. 402	\$26,500.00	\$24,370.00
	Chandler PD	2022-AL-010	Sec. 402	\$153,500.00	\$153,500.00
	Clifton PD	2022-AL-011	Sec. 402	\$11,228.00	\$276.28
	Cochise CSO	2022-AL-012	Sec. 402	\$35,136.00	\$25,828.92
	Coolidge PD	2022-AL-013	Sec. 402	\$15,798.00	\$15,798.00
	El Mirage PD	2022-AL-014	Sec.402	\$53,074.00	\$33,412.75
	Marana PD	2022-AL-018	Sec. 402	\$52,476.00	\$40,041.89
	Maricopa CSO	2022-AL-019	Sec. 402	\$25,000.00	\$24,537.78
	Maricopa CSO	2022-AL-020	Sec. 402	\$247,410.00	\$223,876.72
	Mesa PD	2022-AL-021	Sec. 402	\$142,537.00	\$142,537.00
	NAU PD	2022-AL-022	Sec. 402	\$10,026.00	\$7,560.35
	Oro Valley PD	2022-AL-023	Sec. 402	\$44,420.00	\$30,232.21
	Phoenix PD	2022-AL-026	Sec. 402	\$253,726.50	\$167,911.88



Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Prescott Valley PD	2022-AL-028	Sec. 402	\$33,613.00	\$33,183.25
	Sahuarita PD	2022-AL-029	Sec. 402	\$15,000.00	\$14,957.26
	San Luis PD	2022-AL-030	Sec. 402	\$15,000.00	\$14,851.67
	Santa Cruz CSO	2022-AL-031	Sec. 402	\$15,000.00	\$15,000.00
	Sedona PD	2022-AL-032	Sec. 402	\$2,000.00	\$2,000.00
	Show Low PD	2022-AL-033	Sec. 402	\$28,897.75	\$28,857.13
	Sierra Vista PD	2022-AL-034	Sec. 402	\$38,800.00	\$29,091.80
	Snowflake-Taylor PD	2022-AL-035	Sec. 402	\$11,400.00	\$10,890.22
	St. Johns PD	2022-AL-036	Sec. 402	\$3,000.00	\$2,237.62
	Tempe PD	2022-AL-038	Sec. 402	\$80,000.00	\$80,000.00
	Tombstone MO	2022-AL-039	Sec. 402	\$3,570.00	\$756.57
	Yavapai College PD	2022-AL-040	Sec. 402	\$3,908.00	\$2,142.19
	Yavapai CSO	2022-AL-041	Sec. 402	\$64,610.81	\$64,345.67
	Thatcher PD	2022-AL-042	Sec. 402	\$26,460.81	\$14,556.44
	Cottonwood PD	2022-II-001	Sec. 405d II	\$10,000.00	\$10,000.00
	Goodyear PD	2022-II-002	Sec. 405d II	\$56,674.22	\$56,268.03
	Paradise Valley PD	2022-II-003	Sec. 405d II	\$10,000.00	\$2,885.85
	Salt River PD	2022-II-004	Sec. 405d II	\$50,000.00	\$50,000.00
	Surprise PD	2022-II-005	Sec. 405d II	\$25,000.00	\$24,989.42
	U of A PD	2022-II-006	Sec. 405d II	\$10,000.00	\$9,932.02
	ADOT-ECD	2022-405d-001	Sec. 405d	\$33,600.00	\$33,600.00
	Apache Junction PD	2022-405d-002	Sec. 405d	\$49,786.00	\$37,060.75

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	ASU PD	2022-405d-004	Sec. 405d	\$47,521.38	\$15,609.42
	Avondale PD	2022-405d-005	Sec. 405d	\$20,000.00	\$20,000.00
	AZ DPS	2022-405d-006	Sec. 405d	\$746,365.50	\$725,762.55
	Bisbee PD	2022-405d-009	Sec. 405d	\$12,000.00	\$8,458.13
	Buckeye PD	2022-405d-011	Sec. 405d	\$85,721.43	\$84,053.27
	Coconino CSO	2022-405d-013	Sec. 405d	\$30,000.00	\$26,961.48
	Douglas PD	2022-405d-015	Sec. 405d	\$22,000.00	\$13,766.75
	Flagstaff PD	2022-405d-017	Sec. 405d	\$45,000.00	\$17,220.99
	Florence PD	2022-405d-018	Sec. 405d	\$6,000.00	\$3,551.94
	Gila River PD	2022-405d-019	Sec. 405d	\$25,000.00	\$25,000.00
	Gilbert PD	2022-405d-020	Sec. 405d	\$109,684.24	\$89,980.93
	Glendale PD	2022-405d-021	Sec. 405d	\$120,968.00	\$106,909.91
	Globe PD	2022-405d-022	Sec. 405d	\$9,674.00	\$7,735.17
	Graham CSO	2022-405d-023	Sec. 405d	\$15,000.00	\$14,984.54
	Huachuca City PD	2022-405d-024	Sec. 405d	\$7,313.00	\$626.52
	Jerome PD	2022-405d-025	Sec. 405d	\$3,000.00	\$2,091.72
	Kingman PD	2022-405d-026	Sec. 405d	\$25,000.00	\$25,000.00
	La Paz CSO	2022-405d-027	Sec. 405d	\$20,000.00	\$20,000.00
Maricopa PD	2022-405d-028	Sec. 405d	\$20,000.00	\$13,245.78	
Miami PD	2022-405d-029	Sec. 405d	\$8,000.00	\$0.00	
Navajo CSO	2022-405d-031	Sec. 405d	\$20,000.00	\$9,742.98	

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Nogales PD	2022-405d-032	Sec. 405d	\$4,000.00	\$2,978.92
	Parker PD	2022-405d-034	Sec. 405d	\$13,335.00	\$12,403.15
	Peoria PD	2022-405d-035	Sec. 405d	\$106,252.13	\$102,391.82
	Pima County CC PD	2022-405d-037	Sec. 405d	\$20,000.00	\$17,465.31
	Pinal CSO	2022-405d-038	Sec. 405d	\$169,376.03	\$168,608.79
	Pinetop-Lakeside PD	2022-405d-039	Sec. 405d	\$10,550.00	\$5,015.00
	Prescott PD	2022-405d-040	Sec. 405d	\$25,000.00	\$24,984.02
	Quartzsite PD	2022-405d-041	Sec. 405d	\$10,000.00	\$9,141.15
	Safford PD	2022-405d-042	Sec. 405d	\$10,914.00	\$10,914.00
	Scottsdale PD	2022-405d-043	Sec. 405d	\$102,000.00	\$101,635.03
	Springerville PD	2022-405d-045	Sec. 405d	\$4,093.00	\$3,892.56
	Tolleson PD	2022-405d-049	Sec. 405d	\$25,933.00	\$25,715.10
	Tucson PD	2022-405d-050	Sec. 405d	\$98,685.88	\$96,502.72
	Wickenburg PD	2022-405d-051	Sec. 405d	\$14,600.00	\$12,698.67
	Willcox PD	2022-405d-052	Sec. 405d	\$36,500.00	\$34,721.05
	Williams PD	2022-405d-054	Sec. 405d	\$3,840.00	\$3,840.00
	Winslow PD	2022-405d-056	Sec. 405d	\$20,000.00	\$20,000.00
Yuma PD	2022-405d-058	Sec. 405d	\$15,000.00	\$15,000.00	
DUI/Impaired Driving Equipment & Supplies (AL-EQ; AL-MS)	Flagstaff PD	2022-AL-015	Sec. 402	\$10,097.00	\$9,460.15
	Payson PD	2022-AL-024	Sec. 402	\$35,849.00	\$35,708.00
	Pima CSD	2022-AL-027	Sec. 402	\$21,019.75	\$21,019.75
	Tucson PD	2022-AL-043	Sec. 402	\$92,877.63	\$92,877.63
	GOHS DRE support equipment	2022-AL-503	Sec. 402	\$37,000.00	\$36,254.95
	Apache Junction PD	2022-405d-003	Sec. 405d, 402	\$58,305.00	\$6,854.09

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
DUI/Impaired Driving Equipment & Supplies (AL-EQ; AL-MS)	Bisbee PD	2022-405d-010	Sec. 405d, 402	\$55,000.00	\$54,906.38
	Colorado City MO	2022-405d-014	Sec. 405d, 402	\$50,170.00	\$50,170.00
	Mohave CSO	2022-405d-030	Sec. 405d	\$10,150.00	\$10,144.65
	Oro Valley PD	2022-405d-033	Sec. 405d, 402	\$64,528.00	\$64,378.56
	Show Low PD	2022-405d-044	Sec. 405d, 402	\$55,347.00	\$55,213.49
	Surprise PD	2022-405d-047	Sec. 405d, 402	\$65,000.00	\$65,000.00
	Willcox PD	2022-405d-053	Sec. 405d, 402	\$56,474.00	\$56,474.00
	Williams PD	2022-405d-055	Sec. 405d, 402	\$61,200.00	\$61,200.00
	Winslow PD	2022-405d-057	Sec. 405d, 402	\$52,276.00	\$0.00
	AZ Western College PD	2022-405d-059	Sec. 405d	\$9,594.00	\$9,413.80
	Scottsdale PD	2022-405d-061	Sec. 405d, 402	\$59,500.00	\$54,801.56
	Cottonwood PD	2022-405d-062	Sec. 405d, 402	\$50,000.00	\$50,000.00
	Cochise CSO	2022-405d-063	Sec. 405d, 402	\$49,238.04	\$0.00
	ASU PD	2022-405d-064	Sec. 405d, 402	\$64,996.12	\$64,996.12
	AZ DLLC	2022-405d-065	Sec. 405d	\$85,731.48	\$84,025.78
DUI/Impaired Driving Training (AL-TR)	AZ Prosecuting Attorneys Advisory Council	2022-AL-001	Sec. 402	\$45,150.00	\$39,829.33
	AZ DPS	2022-AL-006	Sec. 402	\$65,200.00	\$65,200.00
	Yavapai County Attorney's Office	2022-AL-044	Sec. 402	\$10,000.00	\$3,635.05
	GOHS GHSA Conference	2022-AL-500	Sec. 402	\$15,000.00	\$0.00
	AZ Supreme Court	2022-405d-007	Sec. 405d	\$50,267.00	\$50,267.00
	GOHS DRE conference	2022-405d-500	Sec. 405d	\$30,000.00	\$11,475.19

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
DUI/Impaired Driving Training (AL-TR)	GOHS DRE/SFST Support/Training	2022-405d-501	Sec. 405d	\$100,000.00	\$50,370.52
	GOHS Judges Conference	2022-405d-503	Sec. 405d	\$25,000.00	\$0.00
	GOHS Law Enforcement Conference	2022-405d-504	Sec. 405d	\$30,000.00	\$0.00
	GOHS Phlebotomy	2022-405d-506	Sec. 405d	\$150,000.00	\$144,760.20
DUI/Impaired Driving Awareness (AL-AW; AL-Media)	AZ SADD	2022-AL-007	Sec. 402	\$91,000.00	\$76,234.59
	MADD	2022-AL-016	Sec. 402	\$100,000.00	\$94,137.49
	UNUSED	2022-AL-017	--	--	--
	Phoenix Fire Department	2022-AL-025	Sec. 402	\$31,500.00	\$2,031.74
	Surprise Fire Department	2022-AL-037	Sec. 402	\$3,774.00	\$3,573.00
	GOHS PI&E	2022-AL-501	Sec. 402	\$5,000.00	\$3,456.11
	GOHS State Fair	2022-AL-502	Sec. 402	\$30,000.00	\$0.00
	Arizona Youth Partnership	2022-405d-008	Sec. 405d	\$2,369.00	\$2,101.02
	Chandler PD	2022-405d-012	Sec. 405d	\$35,000.00	\$35,000.00
	Flagstaff PD	2022-405d-016	Sec. 405d	\$45,000.00	\$21,989.13
	Surprise PD	2022-405d-046	Sec. 405d	\$12,200.00	\$12,200.00
	Tempe PD	2022-405d-048	Sec. 405d	\$80,000.00	\$49,756.37
	GOHS DUI Support Program	2022-405d-502	Sec. 405d	\$13,000.00	\$0.00
	GOHS Paid Media	2022-405d-505	Sec. 405d	\$150,000.00	\$101,290.00
Traffic Safety Resource Prosecutor (AL-TSRP)	Phoenix Prosecutor's Office	2022-405d-036	Sec. 405d	\$101,939.00	\$97,474.68
	Scottsdale Prosecutor's Attorney Office	2022-405d-060	Sec. 405d	\$75,000.00	\$49,845.07
<b>Total Funds Spent (Alcohol and Other Drugs)</b>				<b>\$6,323,074.70</b>	<b>\$5,3598,838.55</b>

## Performance Results – Alcohol and Other Drugs

Arizona continued to be a national leader in DUI enforcement campaigns and strategies. In FFY 2022, over 120 projects were completed to reduce impaired driving fatalities and meet the Calendar Year (CY) 2021 performance target. Over 28,000 impaired driving arrests were made in 2022. This strict enforcement keeps Arizona’s roadways much safer.

To combat the prevalence of impaired driving, GOHS awarded funding for overtime enforcement, equipment and training for law enforcement officers statewide. Arizona’s DUI evidence-based enforcement program is comprised of two parallel enforcement activities: (1) year-long sustained enforcement efforts, and (2) periodic enhanced enforcement campaigns such as holiday DUI task force enforcement efforts in support of the NHTSA impaired driving mobilizations. The goals of Arizona’s DUI enforcement efforts are to identify areas that have a high frequency of fatal and/or serious injury collisions and devote resources to those locations to reduce alcohol-related fatalities.

Earned and paid media efforts focused on increasing the public’s awareness of ongoing statewide DUI enforcement activities. GOHS Director Alberto Gutier conducted press conferences and media interviews, in English and Spanish, throughout the year and during holiday enforcement campaigns. Earned media was supplemented with targeted paid media efforts emphasizing Arizona’s “Designate a Driver!” and “Drive Hammered...Get Nailed!” slogans.

Individual law enforcement agencies and the DUI Task Forces conducted saturation patrols and sobriety checkpoints throughout the year with the most intense efforts during holiday periods. The following tables summarize the statewide DUI enforcement results. GOHS also devoted resources to enforce underage drinking laws through partnerships with MADD and SADD as well as awarding funding for agencies to conduct underage drinking enforcement efforts.

**Table 4.5 DUI Task Force Statistics (DUI Arrests – Select Holidays)**

	2017	2018	2019	2020	2021	2022
Memorial Day	570	492	217	420	601	489
Independence Day	562	290	525	237	457	462
Labor Day	502	539	536	433	530	504
Thanksgiving-New Year’s	2,434	2,739	2,531	2,140	1,731	N/A

Source: \*GOHS 2022 statistics for Thanksgiving-New Year’s not available

**Table 4.6 DUI Task Force Statistics (by Calendar Year)**

	2017	2018	2019	2020	2021
# Contacts (Total Traffic Stops)	1,291,989	1,426,651	1,330,198	1,033,919	1,122,147
Sober Designated Drivers Contacted	15,723	19,789	34,243	37,097	25,919
Know Your Limit contacts	25,221	41,152	35,424	23,238	2,397
DRE Evaluations Conducted	N/A	N/A	N/A	606	1,172
Total DUI Arrests	27,683	28,094	28,823	27,912	30,411
Aggravated DUI	3,749	4,014	4,312	4,590	5,354
Misdemeanor DUI	23,934	24,080	24,511	23,322	25,057
DUI Extreme (.15+)	6,765	7,197	6,847	7,350	8,357
Distracted Driving Citations	N/A	N/A	N/A	83	12,180
DUI Drug Arrests	7,040	6,680	7,287	8,291	8,439
Average Known BAC	0.152	0.154	0.150	0.163	0.160
Seat Belt Citations	31,242	33,511	31,184	22,280	24,099
Child Restraint Citations	5,890	5,809	4,952	3,152	3,418
Under 21 Liquor Law Citations	1,346	1,149	993	1,141	1,270
Other Citations*	617,741	623,574	597,084	461,282	285,688
Number of other arrests	90,990	112,180	194,989	92,243	77,954
# Participating Officers/Deputies (Cumulative)	74,624	82,819	82,361	75,983	75,049

Source: \*GOHS 2017-2021 Other Citations include Criminal Speed, Aggressive Driving, and Civil Speed citations.

## Project Descriptions

### DUI/Impaired Driving Enforcement and Overtime (AL-EN)

**Project Description** – This activity awarded funding to numerous law enforcement agencies to conduct enforcement targeted towards DUI and impaired drivers. A substantial portion of the DUI task force statistics shown above can be attributed to enforcement funded by this task. Some overtime funding was also made available to combat underage drinking, particularly around college campuses.

### DUI/Impaired Driving Equipment and supplies (AL-EQ, AL-MS)

**Project Description** –The need to process blood and breath evidence in DUI and impaired driving cases necessitates the purchase of specialized equipment. This equipment includes portable breath testing devices for officers to use in the field as well as lab equipment such as chromatograph systems, drug screening devices and other processing equipment. GOHS provides funds to purchase DUI processing vans to assist agencies in drawing blood for future testing. These vans are deployed throughout enforcement areas to shorten officer travel times and DUI processing time. Additionally, GOHS awarded funding for motorcycles, SUVs and one pickup truck for dedicated DUI and impaired driving enforcement. Different types of vehicles are necessary due to the various settings Arizona law enforcement encounter. For example,



pickup trucks prove to be very valuable in certain rural communities where unpaved roads are prevalent.



Phoenix Police Department  
Enforcement Vehicle



Pinal County Sheriff's Office  
Enforcement Vehicle

### DUI/Impaired Driving Training (AL-TR)

**Project Description** – GOHS emphasized training of law enforcement officers in standardized field sobriety test (SFST) and horizontal gaze nystagmus (HGN) training, law enforcement phlebotomy training, drug recognition expert (DRE) courses, advanced roadside impaired driving enforcement (ARIDE) and drug impaired training for educational professionals (DITEP) courses. Additionally, conferences were held for law enforcement, prosecutors and judges to educate them on DUI laws and how DUI cases progress through the court system. These conferences allowed law enforcement and prosecutors to collaborate to ensure DUI cases were handled fairly and correctly.



St. Johns Unified SD DITEP class  
January 2022



Camp Verde DRE Instructor class  
March 2022



Prescott ARIDE class  
May 11-12-2022



Snowflake-Taylor SFST-HGN class  
June 15-17, 2022



## GOVERNOR'S OFFICE OF HIGHWAY SAFETY 2022 IMPAIRED DRIVING TRAINING 1/2022 - 12/1/2022

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impairment Training for Educational Professionals (DITEP)	Drug Impairment Training for Educational Professionals (DITEP) Instructor	Drug Recognition Expert (DRE)			Phlebotomy			Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)			2022 Monthly Totals	
				Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Wet Workshop	Refresher		Instructor
JANUARY	10	10	0	0	0	0	12	20	0	14	0	0	0	66
FEBRUARY	4	16	0	21	0	0	0	8	0	116	0	7	7	179
MARCH	31	0	0	0	1	7	36	9	0	65	27	0	0	176
APRIL	27	0	0	11	0	0	17	15	0	18	0	0	9	97
MAY	7	0	0	9	0	0	33	14	0	136	20	0	5	224
JUNE	25	0	0	0	0	0	16	18	0	31	0	0	0	90
JULY	13	26	10	0	0	4	25	24	0	61	8	9	0	180
AUGUST	35	0	0	0	0	0	13	11	0	33	0	13	6	111
SEPTEMBER	5	0	0	15	0	0	6	21	0	36	7	4	0	94
OCTOBER	56	0	0	0	5	0	38	11	0	25	0	0	0	135
NOVEMBER	14	0	0	16	0	0	24	0	0	75	0	0	0	129
DECEMBER	12	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>CLASS TOTALS</b>	<b>239</b>	<b>52</b>	<b>10</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>220</b>	<b>151</b>	<b>0</b>	<b>610</b>	<b>62</b>	<b>33</b>	<b>27</b>	<b>1493</b>

**IMPAIRED DRIVING TRAINING CLASS TOTALS**

2016	1223
2017	1343
2018	1300
2019	1668
2020	1318
2021	1978

**AZ 2022 TOTAL TRAINED 1335**

*E-Warrant 8,041 users - 9,751 E-Warrants issued in 2021*

**ADVANCED COLLISION COURSE TRAINING CLASS TOTALS**

30	ITPM - Advanced Traffic Crash Investigations
25	ITPM - Advanced Collision Course

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### **DUI/Impaired Driving Awareness (AL-AW, AL-Media)**

**Project Description** - Funding was awarded to increase public awareness of the dangers and consequences of driving impaired. Media efforts concentrated around holidays and other times when impaired driving was most likely to be a problem. GOHS supported law enforcement efforts to increase public awareness as well. One effective tool used by the Arizona law enforcement and educational community is the “Mock Crash.” A “Mock Crash” is a staged event, typically as a presentation at a high school, where a fake accident scene is laid out. The audience is shown what happens from when first responders arrive at the scene all the way to when a law enforcement officer must inform the accident victim’s parents that their child died from an accident with an impaired driver.

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### **Traffic Safety Resource Prosecutor (AL-TSRP)**

**Project Description** - *Phoenix Prosecutor’s Office* - GOHS continued to fund and support the Arizona GOHS Traffic Safety Resource Prosecutor (TSRP) program this fiscal year. With GOHS support, it remains one of the most respected TSRP programs in the nation. Beth Barnes, from the City of Phoenix Prosecutor’s Office, is Arizona’s original GOHS TSRP. She has held this position since 2007. The Arizona GOHS TSRP program complimented the exceptional DUI enforcement efforts conducted in Arizona in numerous ways. For example, during the 2021/2022 grant cycle, Ms. Barnes, provided training to audiences consisting of approximately 6,259 prosecutors, law enforcement officers, forensic scientists, community groups and other traffic safety personnel during the 234 presentations and training sessions she gave and facilitated. Training was provided both in-person and through webinars. She obtained speakers for several additional programs that occurred when she was unavailable due to a scheduling conflict.

Ms. Barnes responded to more than 1,849 requests for assistance from prosecutors, officers, highway safety representatives and forensic scientists. Assistance with deciphering, preparing for and addressing the changes to marijuana DUI prosecutions caused by Proposition 207 was again the most common request this year. Issues caused by the blood tube shortage, case consultations, prescription drug DUIs, and assistance with preparing for defense experts were also popular topics. Numerous resources and materials were provided. Ms. Barnes maintained her e-mail lists of Arizona prosecutors, law enforcement officers, crime lab employees, and traffic safety professionals who desire to be kept informed about impaired driving and traffic issues. When new case law, new legislation, rule changes, administrative orders, noteworthy issues, helpful materials, and relevant trainings came to her attention, Ms. Barnes sent a notice to the members of the groups. This occurred more than 46 times this past fiscal year. The lists remain an efficient way to communicate with those who enforce and support impaired driving and traffic laws.

The GOHS TSRP DUI Defense Expert Bank was maintained and added to during this fiscal year. When a request was received from a prosecutor or a member of the crime lab for assistance with preparing for a defense expert, materials from the bank were provided. Materials were provided to assist with preparation for cross-examining various defense experts including Arizona experts: Flaxmayer, Grommes, Brown, McGrath, Tuttle, Hergert, Lombardi, Copeland, and Dagastino as well as national experts: Adams, Arvizu, Guzzardi, Henson, Platt, Musser, McCarthy, Marceau, Shanks, and Okorochoa. Beth also provided strategies for dealing with these experts. During the

past fiscal year, Ms. Barnes served on 18 local and national committees and working groups. GOHS has entered grant contracts to fund the GOHS TSRP during the next fiscal year.

*Scottsdale City Attorney's Office:* The TSRP funded project served as a resource for prosecutors and law enforcement agencies in the east valley and state, providing assistance in the laws of impaired driving issues; provided training on DUI issues; provided legal updates and responded to questions and requests for support from prosecutors and law enforcement. Prepared and presented trainings to prosecutors at APAAC Advanced DUI Conference on Corpus Delicti in DUI Cases & Independent Blood Testing in DUI cases; Prepared and presented trainings to prosecutors at GOHS/APAAC Prosecuting the MJ Impaired Driver Conference (topics included Jury Instructions & Motions In Limine; Medical Marijuana - Is It Still Alive?); Attended GOHS Task Force Kickoff event; Responded to requests from prosecutors and law enforcement, providing answers and performing legal research on variety of impaired driving issues. Attended meeting with Director Gutier to address TSRP program; Consulted and provided legal authorities and motions pleadings to prosecutors on various impaired driving issues; Provided pleadings and input to other state's TSRPs addressing legal issues related to DUI prosecution; Coordinated and scheduled meeting with Program Manager at Gateway Community College to develop phlebotomy training for law enforcement officers; Was available on a daily basis to answer phone calls and emails from law enforcement and prosecutors.



### 4.3 EMERGENCY MEDICAL SERVICES (EM)

Emergency Medical Services (EMS) are a vital component of a safe transportation system. The difference between a serious injury and a fatality is often attributable to the timeliness and effectiveness of an emergency response. Emergency responders need access to quality equipment and training to respond to traffic crashes in the most effective way possible. These issues are most pressing in rural areas, where response times tend to be longer, and resources are lacking.

In FFY 2022, the Governor's Office of Highway Safety (GOHS) awarded funding for first responder equipment in areas with a high number of fatalities and longer response times. This funding awarded several fire departments and fire districts with equipment aimed at decreasing response times and fatalities in rural area collisions.

#### Performance Assessment

**Table 4.7 Performance Targets, Status and Measures (Emergency Medical Services)**

Performance Target and Status	Performance Measure
<p><b>Performance Target:</b> The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2015 - 2019 was analyzed, along with 2020 state crash data to project annual traffic fatalities for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-1, is 1,045.2 total traffic fatalities based on a 5-year rolling average for the years of 2018-2022. .</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is an upward trend in fatalities and AZ is projected to not meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	C-1) Number of traffic fatalities.
<p><b>Performance Target:</b> The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2016-2020 was analyzed to project annual serious traffic injuries for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-2, is 3,210.7 serious traffic injuries based on a 5-year rolling average for the years of 2018-2022.</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, Current trend projections show a decrease in serious traffic injuries through 2022. A multiple of factors may be influencing this positive trend, including but not limited to; safer vehicles, higher seat belt use, effective traffic enforcement, and awareness and education campaigns. GOHS will fund priority programs in its HSP that will lead to lower serious injuries crashes.</p>	C-2) Number of serious injuries in traffic crashes.

## **Projects and Funding**

Table 4.8 contains a list of the Emergency Medical Services projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activity:

- First Responder Equipment, materials and supplies (EM-EQ)

**Table 4.8 FFY 2022 Emergency Medical Services Projects**

**Related Performance Measure(s)**

Number of traffic fatalities.  
 Number of serious injuries in traffic crashes.

<b>Planned Activity</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
First Responder Equipment, materials and supplies (EM-EQ)	AZ Fire & Medical Authority	2022-EM-001	Sec. 402	\$18,654.00	\$16,408.35
	Buckeye Valley Fire Dist	2022-EM-002	Sec. 402	\$27,910.00	\$27,910.00
	Heber-Overgaard Fire Dist	2022-EM-003	Sec. 402	\$15,819.00	\$15,819.00
	Pine-Strawberry Fire Dist	2022-EM-004	Sec. 402	\$27,316.00	\$27,316.00
	Rio Rico Medical and Fire	2022-EM-005	Sec. 402	\$30,000.00	\$29,999.76
	Somerton Cocopah Fire Dept	2022-EM-006	Sec. 402	\$1,896.00	\$1,645.81
	Three Points Fire Dist	2022-EM-007	Sec. 402	\$30,000.00	\$30,000.00
	Timber Mesa Fire & Med	2022-EM-008	Sec. 402	\$35,782.00	\$32,209.92
<b>Total Funds Spent (Emergency Medical Services)</b>				<b>\$187,377.00</b>	<b>\$181,308.84</b>



## Performance Results – Emergency Medical Services

In FFY 2022, fire agencies were awarded funding to purchase equipment to assist first responders at traffic crashes. These purchases enable rural emergency responders to shorten response time for the arrival of appropriate equipment and are intended to reduce fatalities by expediting medical care to crash victims.

### Project Descriptions

#### First Responder Equipment, materials and supplies (EM-EQ)

**Project Description** – Fire Districts/Departments were awarded funding to purchase equipment, materials and supplies to assist first responders at traffic accidents. The main purpose of these purchases is to shorten the time it takes for medical personnel to properly care for victims in these accidents. Most of the equipment fulfills this purpose, either by allowing first responders to get to victims by cutting away the vehicle (extrication equipment) or by stabilizing the vehicle so that first responders can safely work in and remove crash victims from the vehicle.

Fire agencies were also awarded funding for extrication equipment. This equipment comes in many forms depending on the intended application. This stronger cutter is needed to address the increasingly safer, but harder to cut, metals used in modern automobiles. *(below)*



*Buckeye Valley Fire District  
Extrication equipment package*



*Heber-Overgaard Fire District  
Extrication equipment package*

## 4.4 MOTORCYCLE SAFETY (MC)

The combination of speed and exposure makes motorcycle crashes more severe than other types of crashes. The five-year moving average since 2015 shows a small increasing trend in motorcycle fatalities year after year. To address the risks associated with motorcycle riding, the Governor's Office of Highway Safety (GOHS) implemented a media campaign in FFY 2022. The purposes of the campaign were to educate motorcycle riders on safe riding practices, such as helmet use and distracted riding, as well as provide general information about Arizona's motorcycle laws. In addition, GOHS's partnership with the Arizona Motorcycle Safety and Awareness Foundation as well as local law enforcement helps ensure motorcycle operators have rider education readily available.

### Performance Assessment

**Table 4.9 Performance Targets, Status and Measures (Motorcycle Safety)**

Performance Targets and Status	Performance Measures
<p><b>Performance Target:</b> GOHS established GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that motorcycle fatalities have increased over the years; however, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 157 for core performance measure C-7) Number of motorcyclist fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of motorcycle fatalities on Arizona roadways.</p>	C-7) Number of motorcycle fatalities.
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that unhelmeted motorcyclist fatalities have decreased since 2018; therefore, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 72 for core performance measure C-8) Number of unhelmeted motorcyclist fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unhelmeted motorcycle fatalities on Arizona roadways.</p>	C-8) Number of unhelmeted motorcycle fatalities.

### Projects and Funding

Table 4.10 contains a list of the two Motorcycle Safety projects, relevant performance measures, funds spent on each project, and project status. These projects are grouped into the following planned activities:

- Motorcycle Training and Awareness (MC-AW);
- Motorcycle Media (MC-Media).

**Table 4.10 FFY 2022 Motorcycle Safety Projects**

**Related Performance Measure(s)**

Number of motorcycle fatalities.  
 Number of unhelmeted motorcycle fatalities.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Motorcycle Safety Training and Awareness (MC-AW)	Chandler PD	2022-MC-001	Sec. 402	\$29,750.00	\$29,750.00
	Peoria PD	2022-MC-002	Sec. 402	\$13,506.00	\$13,506.00
	Surprise PD	2022-MC-003	Sec. 402	\$28,000.00	\$27,999.19
Motorcycle Media (MC-Media)	GOHS Paid Media	2022-405f-500	Sec. 405f	\$144,000.00	\$116,520.00
<b>Total Funds Spent (Motorcycle Safety)</b>				<b>\$215,256.00</b>	<b>\$187,775.19</b>

## Performance Results – Motorcycle Safety

Motorcycle fatalities, including those of unhelmeted drivers, continue to be a concern. According to ADOT State Crash Facts, Fatalities had a slight decrease from 161 in 2020 to 160 in 2021. GOHS paid media campaign promoting public awareness of and compliance with Arizona’s motorcycle laws is helping to increase awareness in an effort to reduce fatalities in the years ahead.

## Project Descriptions

### Motorcycle Safety Training and Awareness (MC-AW)

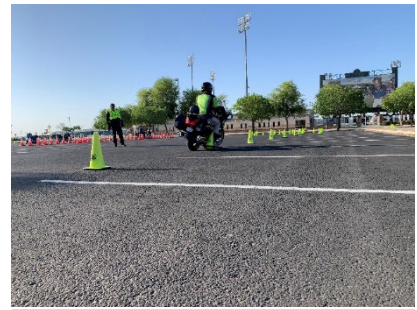
**Project Description** – This awarded funding to the Chandler Police Department, Peoria Police Department and Surprise Police Department to increase motorcycle safety through training motorcycle operators.



*Chandler Police Department  
Motorcycle Training course*



*Peoria Police Department  
Motorcycle Training course*



*Surprise Police Department  
Motorcycle Training course*

### Motorcycle Safety Training and Awareness (MC-Media)

**Project Description** – Funds were provide for campaigns to promote motorcyclist compliance with Arizona’s traffic laws. This project included the development of brochures and other collateral materials, as well as print, electronic, and radio and broadcast media to include “Look out for Motorcycles” and “Share the Road” messages. GOHS placed motorcycle awareness messages during the Motorcycle Awareness Month of May.





## 4.5 OCCUPANT PROTECTION (OP)

Although unrestrained fatalities in Arizona for 2021 were 366 based off ADOT State Crash Facts data, and have increased for the past few years, seat belt use has continued to rise. The Governor’s Office of Highway Safety (GOHS) works to increase safety belt and child safety seat use through statewide enforcement and education campaigns under the banner of “*Buckle Up Arizona...It’s the Law!*” Arizona’s law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for other traffic infractions. GOHS is proud to fund the Children are Priceless Passengers (CAPP) program designed to improve the child safety seat usage rate in partnership with law enforcement, hospitals and nonprofit organizations throughout the State. GOHS supports the national “Click it or Ticket” mobilization and Border to Border Kick-off campaigns through the “Buckle Up Arizona...It’s the Law!” campaign by providing overtime funding for traffic enforcement during the campaign period. GOHS awarded funding to law enforcement agencies for this campaign. Occupant Protection evident-based enforcement is supported by education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns and other events.

### Performance Assessment

**Table 4.11 Performance Targets, Status and Measures (Occupant Protection)**

Performance Targets and Status	Performance Measures
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that unrestrained occupant fatalities have increased over the years since 2014; however, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 307 for core performance measure C-4) unrestrained occupant vehicle fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unrestrained occupant fatalities on Arizona roadways. Additional Occupant protection enforcement grants will be awarded and training opportunities provided in the future.</p>	<p>C-4) Number of unrestrained vehicle occupant fatalities in all seating positions.</p>
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that the rate of seat belt usage is slightly increasing; however, based on the recent 2019 state seat belt survey, GOHS has set an annual 2022 target of 91.0% for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants.</p>	<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</p>

<p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of increasing the observed seat belt usage rate on Arizona roadways.</p>	
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## Projects and Funding

Table 4.12 contains a list of Occupant Protection projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Occupant Protection Enforcement (OP-EN);
- Occupant Protection High Risk Population Programs (OP-HR);
- Occupant Protection Equipment and supplies (OP-MS);
- Occupant Protection Awareness, Training and Education (OP-AW; OP-TR; OP-Media); and
- GOHS Annual Seat Belt Survey (OP-AW).

**Table 4.12 FFY 2022 Occupant Protection Projects**

**Related Performance Measure(s)**

Number of unrestrained vehicle occupant fatalities in all seating positions.  
 Percentage of front seat occupants observed using safety belts.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Occupant Protection Enforcement Programs (OP-EN)	Mesa PD	2022-OP-006	Sec.402	\$19,779.00	\$14,979.00
	Parker PD	2022-OP-008	Sec. 402	\$15,300.00	\$10,580.82
	Prescott Valley PD	2022-OP-011	Sec. 402	\$9,449.00	\$8,765.19
	St. Johns PD	2022-OP-012	Sec. 402	\$2,973.00	\$2,432.84
	Surprise PD	2022-OP-014	Sec. 402	\$26,500.00	\$26,482.96
	AZ DPS	2022-405b-001	Sec. 405b	\$5,000.00	\$4,999.40
	Chandler PD	2022-405b-002	Sec. 405b	\$35,000.00	\$35,000.00
	Douglas PD	2022-405b-003	Sec. 405b	\$25,000.00	\$25,000.00
	Glendale PD	2022-405b-004	Sec. 405b	\$30,000.00	\$28,413.14
	Santa Cruz CSO	2022-405b-007	Sec. 405b	\$2,500.00	\$2,419.72
	Tempe PD	2022-405b-008	Sec. 405b	\$35,000.00	\$35,000.00
	Tucson PD	2022-405b-009	Sec. 405b	\$49,595.00	\$46,217.44
	GOHS CIOT Enforcement	2022-405b-502	Sec. 405b	\$175,000.00	\$119,866.29
Occupant Protection High Risk Population Programs (OP-HR)	Phoenix FD	2022-405b-005	Sec. 402	\$116,562.05	\$95,241.83
	Phoenix PD	2022-405b-006	Sec. 405b	\$40,120.00	\$39,125.38
Occupant Protection Program Equipment and Supplies (OP-MS)	Apache County PHD	2022-OP-001	Sec. 402	\$10,500.00	\$10,481.29
	Child and Family Resources	2022-OP-003	Sec. 402	\$12,000.00	\$11,973.35
	Coconino County PHD	2022-OP-004	Sec. 402	\$22,289.00	\$6,719.22
	Mesa Fire & Medical Dept.	2022-OP-005	Sec. 402	\$3,979.00	\$3,913.42

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
Occupant Protection Program Equipment and Supplies (OP-MS)	Nogales PD	2022-OP-007	Sec. 402	\$5,600.00	\$4,988.04
	Phoenix Children's Hospital	2022-OP-009	Sec. 402	\$25,001.00	\$22,664.10
	Pima CSD	2022-OP-010	Sec. 402	\$5,287.00	\$5,019.30
	Tucson Medical Center (SafeKids Pima)	2022-OP-015	Sec. 402	\$25,000.00	\$24,95.54.00
	Valleywise Health	2022-OP-016	Sec. 402	\$10,000.00	\$10,000.00
	Verde Valley FD	2022-OP-017	Sec. 402	\$12,474.00	\$11,788.11
	Occupant Protection Awareness, Training and Education (OP-AW; OP-TR, OP-Media)	Chandler FD	2022-OP-002	Sec. 402	\$29,311.00
Surprise FD		2022-OP-013	Sec. 402	\$9,180.00	\$8,246.00
Yavapai Regional Medical		2022-OP-018	Sec. 402	\$11,185.00	\$6,219.86
Phoenix FD		2022-OP-019	Sec. 402	\$72,264.28	\$72,264.28
GOHS Occupant Protection Support		2022-OP-500	Sec. 402	\$3,000.00	\$688.52
GOHS Car Seats		2022-405b-501	Sec. 402	\$30,000.00	\$0.00
GOHS Lifesavers Conference		2022-405b-503	Sec. 405b	\$15,000.00	\$15,000.00
GOHS Occupant Protection Support		2022-405b-504	Sec. 405b	\$50,000.00	\$4,300.00
GOHS Paid Media		2022-405b-505	Sec. 405b	\$25,000.00	\$0.00
GOHS PI&E		2022-405b-506	Sec. 405b	\$5,000.00	\$641.34
GOHS State Fair		2022-405b-507	Sec. 405b	\$10,000.00	\$0.00
GOHS Survey (OP-SB)		GOHS - Annual Seat Belt Survey	2022-405b-500	Sec. 405b	\$76,000.00
<b>Total Funds Spent (Occupant Protection)</b>				<b>\$1,055,848.33</b>	<b>\$785,095.66</b>



## Performance Results – Occupant Protection

According to ADOT State Crash Facts, unrestrained passenger vehicle occupant fatalities increased from 313 in 2020 to 366 in 2021. GOHS completed 38 Occupant Protection projects in FFY 2022 to help meet the performance targets.

### Project Descriptions

#### Occupant Protection Enforcement and Education (OP-EN)

**Project Description** – This funding to law enforcement agencies for overtime and associated employee related expenses for enforcement and education of Arizona seat belt and child safety seat laws. This task included a concentrated enforcement effort in conjunction with the national 2022 “Click It or Ticket” campaign.

**Table 4.13 “Buckle Up Arizona...It’s the Law!” Campaign**

	2019	2020	2021	2022
Number of Agencies Participating	27	27	25	25
Seat Belt Citations	1,974	1,199	1,875	1,118
Child Restraint Citations	113	65	154	44
DUI Arrests	274	94	396	80
Felony Arrests	757	103	144	108
Stolen Vehicles	364	69	43	29
Warrants cleared	1,807	107	283	164
Suspended Licenses	406	217	306	130
Uninsured Motorists	1,241	511	560	454
Moving violations	5,936	3,796	9,316	1,571
Reckless Driving Citations	28	30	57	136
Drugs Arrests	655	28	130	39
Other Misdemeanor Arrests	1,911	355	679	393

Source: Data reported by participating agencies.

Below is a chart of the FFY 2022 Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) stats that took place May 23rd - June 5th :

Buckle Up Arizona Seatbelt Enforcement 2022 (May 23- June 5)																
	Seat Belt Citations	Child Safety Seat Citations	Moving Violations Citations	Distracted Driving Citations	Reckless Driving Citations	Non-Moving Violation Citations	No Insurance Citations	Suspended Drivers License Citations	Total Agency Citations	DUI Arrest	Drug Arrests	Other Felony Arrests	Other Misdemeanor Arrests	Recovered Stolen Vehicles	Warrants Cleared	28-3511 Vehicle Impounds
AZ Department of Public Safety	137	4	625	5	0	128	38	14	951	3	3	3	5	0	7	2
Avondale PD	3	0	5	0	0	10	3	3	24	0	0	0	4	0	0	2
Buckeye PD	158	10	113	17	0	79	48	17	442	2	1	2	4	0	3	6
Casa Grande PD	30	1	58	5	0	8	1	5	108	0	0	0	3	0	0	0
Chandler PD	80	1	19	30	3	22	14	1	178	3	0	0	3	0	3	3
Cochise CSO	13	1	127	0	0	24	3	1	169	1	1	0	10	0	0	1
Coolidge PD	10	0	29	0	0	7	0	1	52	0	0	0	0	0	0	0
El Mirage PD	4	0	86	3	0	58	33	5	189	2	0	0	3	0	0	4
Eloy PD	10	3	58	2	0	15	1	3	92	1	0	0	0	0	4	1
Gila River PD	7	0	74	0	0	2	1	1	85	0	3	11	2	0	3	0
Gilbert PD	180	4	175	34	0	45	9	8	455	3	0	1	14	1	2	6
Glendale PD	67	3	232	12	1	383	90	19	807	32	2	63	225	21	108	15
Goodyear PD	59	1	62	21	0	20	4	3	170	0	0	0	0	0	0	5
Kingman PD	12	0	24	1	1	14	16	4	72	7	7	20	64	3	5	2
La Paz CSO	5	0	83	0	1	20	0	0	110	3	1	3	8	0	2	0
Maricopa CSO	4	0	66	0	7	10	0	1	88	2	0	0	1	0	1	0
Mesa PD	62	4	12	5	0	5	0	1	89	1	0	0	0	0	0	0
Peoria PD	29	2	284	33	3	174	55	10	590	12	15	4	8	0	7	3
Phoenix PD	26	3	124	12	0	70	17	3	194	0	0	0	0	0	0	1
Prescott PD	21	0	265	0	118	84	7	0	495	0	0	0	0	0	0	6
Prescott Valley PD	7	0	16	3	0	23	7	0	56	1	0	0	2	0	0	0
Scottsdale PD	45	0	69	40	1	28	8	3	194	1	0	0	2	0	0	1
Surprise PD	43	3	285	11	0	125	20	5	477	3	6	0	33	3	16	5
Tempe PD	44	0	107	31	1	72	43	8	306	1	0	0	0	1	3	3
Tucson PD	62	4	340	12	0	145	36	14	613	2	0	1	2	0	0	2
<b>TOTALS</b>	<b>1,118</b>	<b>44</b>	<b>3,338</b>	<b>277</b>	<b>136</b>	<b>1,571</b>	<b>454</b>	<b>130</b>	<b>7,006</b>	<b>80</b>	<b>39</b>	<b>108</b>	<b>393</b>	<b>29</b>	<b>164</b>	<b>68</b>

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### Occupant Protection High-Risk Programs (OP-HR)

**Project Description** - This provided funding support for extensive education and public awareness to focus on seat belt use, child restraint use, education, target drivers on rural roadways (small communities), and teenage drivers. In support of the high-risk program community partnerships have been developed that focus on the need of child safety restraint awareness to low-income Hispanic and Native American populations.

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### Occupant Protection Equipment and supplies (OP-MS)

**Project Description** - This funding was for agencies to distribute child safety seats throughout their individual communities and provide education to parents and guardians on the proper installation and use of the safety seats. Grant awards were distributed among police, fire and social services agencies across the State.

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### Occupant Protection Awareness, Training and Education (OP-AW; OP-TR; OP-Media)

**Project Description** - This funding was for child safety seat inspection events, earned/paid media and the GOHS Safety Days to provide training centered on occupant protection. In addition, this provided support to occupant protection training efforts through supporting the Children Are Precious Passengers (CAPP) Program. This program educates motorists of the effectiveness of continuous and proper use of child safety seats.

GOHS hosts an annual event at the Arizona State Fair called "Safety Days at the State Fair." This helped provide funding in support of the Safety Days event, at which guests at the State Fair meet law enforcement and fire personnel and learn about every aspect of highway safety, including proper seat belt and child safety seat use. This also provided funds for the development and distribution of media campaigns (electronic, print, radio, PSAs and social media) to promote public awareness of and compliance with Arizona's occupant protection, safety belt, and child safety seat laws.

*Director Alberto Gutier at the  
2022 GOHS Public Safety Days at the AZ State fairgrounds*



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### GOHS Annual Seat Belt Survey (OP-AW)

**Project Description** - This provided funding for the GOHS's annual seat belt survey. This survey calculates the seat belt usage percentage used as a performance measure by Arizona in the Highway Safety Plan and Annual Report.

## 4.6 PEDESTRIAN AND BICYCLE SAFETY (PS)

The safety of pedestrians and bicyclists is a high priority in Arizona. According to ADOT State Crash Facts, in 2022, pedestrian fatalities were 257, while bicycle fatalities were 45. Arizona saw increases from both pedestrians and bicyclists in 2021 from 2020.

Arizona addresses pedestrian and bicycle safety through targeted enforcement, providing safety equipment and materials, and conducting outreach and education activities.

### Performance Assessment

**Table 4.14 Performance Targets, Status and Measures (Pedestrian and Bicycle Safety)**

Performance Target and Status	Performance Measures
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that pedestrian fatalities are increasing at an alarming rate the past few years; however, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 230 for core performance measure C-10) Number of pedestrian fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of pedestrian fatalities on Arizona roadways.</p>	<p>C-10) Number of pedestrian fatalities.</p>
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that bicyclist fatalities are increasing at a slight rate since; however, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 32 for core performance measure C-11) Number of bicyclist fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of bicycle fatalities on Arizona roadways.</p>	<p>C-11) Number of bicycle fatalities.</p>

### Projects and Funding

Table 4.15 contains a list of completed Pedestrian and Bicycle Safety projects, the relevant performance measures, the funds spent on each project, and the project status. These projects are grouped into the following planned activities:

- Pedestrian and Bicycle Safety Enforcement (PS-EN); and
- Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media).

**Table 4.15 FFY 2022 Pedestrian and Bicycle Safety Projects**

**Related Performance Measure(s)**

Number of pedestrian fatalities.

Number of bicycle fatalities.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Pedestrian and Bicycle Safety Enforcement (PS-EN)	Jerome PD	2022-PS-002	Sec. 402	\$4,338.00	\$2,615.31
	Maricopa PD	2022-PS-003	Sec. 402	\$7,944.00	\$3,527.40
	Mesa PD	2022-PS-004	Sec. 402	\$50,726.00	\$50,706.69
	NAU PD	2022-PS-005	Sec. 402	\$8,202.00	\$5,975.47
	Prescott Valley PD	2022-PS-009	Sec. 402	\$17,274.00	\$16,831.30
	Surprise PD	2022-PS-010	Sec. 402	\$23,000.00	\$22,909.65
	Yavapai College PD	2022-PS-012	Sec. 402	\$5,356.00	\$4,425.97
	ASU PD	2022-405h-001	Sec. 405h	\$18,617.00	\$0.00
	Chandler PD	2022-405h-002	Sec. 405h	\$45,000.00	\$45,000.00
	Gilbert PD	2022-405h-003	Sec. 405h	\$5,383.00	\$5,380.98
	Glendale PD	2022-405h-004	Sec. 405h	\$54,500.00	\$48,086.54
	Peoria PD	2022-405h-005	Sec. 405h	\$21,363.00	\$21,363.00
	Phoenix PD	2022-405h-006	Sec. 405h	\$30,000.00	\$28,825.83
	Pima County CC PD	2022-405h-007	Sec. 405h	\$11,000.00	\$11,000.00
	Sahuarita PD	2022-405h-008	Sec. 405h	\$10,000.00	\$9,997.12
	Scottsdale PD	2022-405h-009	Sec. 405h	\$50,000.00	\$50,000.00
	St. Johns PD	2022-405h-010	Sec. 405h	\$5,000.00	\$4,207.48
	Tempe PD	2022-405h-011	Sec. 405h	\$25,000.00	\$24,999.79
	Tucson PD	2022-405h-012	Sec. 405h	\$15,000.00	\$14,221.12
	U of A PD	2022-405h-013	Sec. 405h	\$5,000.00	\$4,868.43

<b>Planned Activity</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media)	Coconino County Public Health	2022-PS-001	Sec. 402	\$2,180.00	\$1,438.34
	Phoenix Children's Hospital	2022-PS-006	Sec. 402	\$9,000.00	\$9,000.00
	Phoenix Fire Dept.	2022-PS-007	Sec. 402	\$34,526.00	\$14,900.39
	Phoenix Street Transportation	2022-PS-008	Sec. 402	\$125,000.00	\$125,000.00
	Valleywise Health	2022-PS-011	Sec. 402	\$6,038.00	\$6,038.00
	Yavapai County SO	2022-PS-013	Sec. 402	\$1,200.00	\$1,200.00
	GOHS PI&E	2022-PS-500	Sec. 402	\$30,000.00	\$22,087.00
	GOHS Paid Media	2022-405h-500	Sec. 405h	\$100,000.00	\$10,800.00
<b>Total Funds Spent (Pedestrian and Bicycle Safety)</b>				<b>\$720,647.00</b>	<b>\$565,405.81</b>

## Performance Results – Pedestrian and Bicycle Safety

According to ADOT State Crash Facts, the number of pedestrian and bicyclist fatalities increased from 235 in 2020 to 257 in 2021. GOHS completed bicycle and pedestrian safety projects in FFY 2022 to help meet the performance target.

### Project Descriptions

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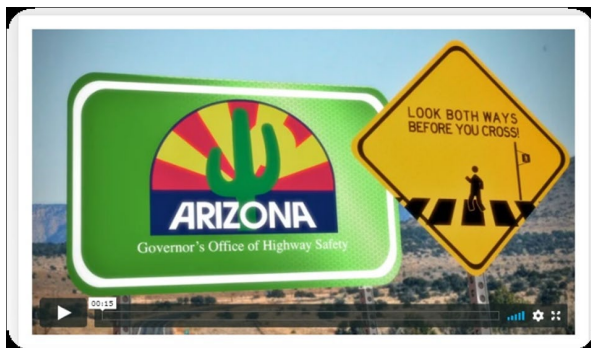
#### Pedestrian and Bicycle Safety Enforcement (PS-EN)

**Project Description** – This awarded funding for pedestrian and bicycle safety overtime. Enforcement efforts covered every aspect of pedestrian and bicycle safety. Often agencies include pedestrian safety media campaigns as part of their pedestrian safety overtime activities.

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#### Pedestrian and Bicycle Safety Awareness (PS-AW, PS-Media)

**Project Description** – This awarded funding to agencies for pedestrian and bicycle safety awareness. Many agencies participated in Bicycle Safety Rodeos, events focused on engaging residents and making bicycle safety fun for youth cyclists. These Bicycle Safety Rodeos often include other highway safety messages involving pedestrian safety and proper child safety seat and seat belt use. Funds supporting these events were used for overtime and to purchase supplies, including bicycle helmets and pamphlets advertising the events. Other pedestrian and bicycle safety presentations were held at schools throughout the year. Funds also included paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of Pedestrian and bicycle safety.





## 4.7 POLICE TRAFFIC SERVICES (PTS)

According to ADOT State Crash Facts in 2021, speed was a factor in 359 fatalities in Arizona. While speed-related fatalities have remained relatively constant for the past few years, they are significantly lower than levels seen in the mid-2000's.

Addressing speeding and other aggressive driving behaviors requires strong enforcement laws. Fortunately, Arizona has a “Double Fine” program, which gives law enforcement officers the ability to suspend an individual’s driver’s license when eight or more points are accumulated within a 12-month period. The “Double Fine” program is extended to speeding more than the posted speed limit in construction zones when workers are present.

Arizona aggressively prosecutes and adjudicates red light violators. In addition to providing overtime for evidence-based Selective Traffic Enforcement Programs (STEP), the Governor’s Office of Highway Safety (GOHS) funds laser and radar guns, speed trailers and vehicles to apprehend aggressive drivers for several law enforcement agencies. GOHS has provided over \$300,000 in funds to several agencies to combat Street Racing, which has become a problem on the roadways.

### Performance Assessment

**Table 4.16 Performance Targets, Status and Measures (Police Traffic Services)**

Performance Target and Status	Performance Measure
<p><b>Performance Target:</b> The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2015 - 2019 was analyzed, along with 2020 state crash data to project annual traffic fatalities for calendar year 2021 and 2022. These projections were then calculated in to a 5-year rolling average for the years of 2018-2022. The 2022 target for Core Performance Measure, C-1, is 1,045.2 total traffic fatalities based on a 5-year rolling average for the years of 2018-2022.</p> <p><b>Performance Status:</b> Based on state data to date, for year 2022, the projection is that there is an upward trend in fatalities and AZ is projected to not meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	C-1) Number of traffic fatalities.
<p><b>Performance Target:</b> GOHS developed an annual 2022 performance measure target by conducting a statistical forecasting analysis of 2014-2020 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2022 numbers. Current trends show that speeding-related fatalities have increased over the years since 2014; however, GOHS has established an annual target reduction of 2% from current 2020 State Crash Data for 2022. GOHS has set an annual 2022 target of 330 for core performance measure C-6) number of speeding-related fatalities.</p> <p><b>Performance Status:</b> GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of speeding-related fatalities on Arizona roadways. Additional</p>	C-6) Number of speeding-related fatalities.



speed and reckless driving enforcement grants will be awarded and training opportunities provided in the future.	
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## Projects and Funding

Table 4.17 contains a list of the Police Traffic Services projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Selective Traffic Enforcement Program Overtime (PTS-EN);
- Selective Traffic Enforcement Program Equipment and supplies (PTS-EQ, PTS-MS);
- Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media); and
- Roadway Safety Awareness (RS-AW).

**Table 4.17 FFY 2022 Police Traffic Services Projects****Related Performance Measure(s)**

Number of traffic fatalities.

Number of speeding-related fatalities.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Selective Traffic Enforcement Program Overtime (PTS-EN)	Apache CSO	2022-PTS-001	Sec. 402	\$5,000.00	\$4,975.41
	Apache Junction PD	2022-PTS-002	Sec. 402	\$17,450.00	\$11,268.02
	ASU PD	2022-PTS-003	Sec. 402	\$34,097.47	\$23,708.56
	AZ DPS	2022-PTS-004	Sec. 402	\$20,000.00	\$19,586.27
	AZ DPS	2022-PTS-005	Sec. 402	\$215,225.00	\$210,866.32
	AZ DPS	2022-PTS-006	Sec. 402	\$10,000.00	\$10,000.00
	Benson PD	2022-PTS-007	Sec. 402	\$17,840.00	\$15,784.85
	Bisbee PD	2022-PTS-008	Sec. 402	\$19,262.00	\$10,566.60
	Buckeye PD	2022-PTS-009	Sec. 402	\$25,000.00	\$15,275.13
	Casa Grande PD	2022-PTS-011	Sec. 402	\$26,950.00	\$26,950.00
	Chandler PD	2022-PTS-012	Sec. 402	\$48,385.00	\$48,385.00
	Chino Valley PD	2022-PTS-013	Sec. 402	\$33,099.56	\$32,667.72
	Clarkdale PD	2022-PTS-014	Sec. 402	\$5,000.00	\$109.82
	Clifton PD	2022-PTS-015	Sec. 402	\$9,000.00	\$0.00
	Cochise CSO	2022-PTS-016	Sec. 402	\$28,670.00	\$28,260.98
	Coolidge PD	2022-PTS-018	Sec. 402	\$10,937.00	\$10,326.57
	Cottonwood PD	2022-PTS-019	Sec. 402	\$15,766.00	\$15,766.00
	Douglas PD	2022-PTS-020	Sec. 402	\$8,000.00	\$8,000.00
	Eagar PD	2022-PTS-021	Sec. 402	\$5,000.00	\$0.00
	El Mirage PD	2022-PTS-022	Sec. 402	\$27,732.00	\$18,280.42

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2022)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Eloy PD	2022-PTS-023	Sec. 402	\$44,838.64	\$17,283.61
	Florence PD	2022-PTS-025	Sec. 402	\$6,000.00	\$3,667.50
	Gila CSO	2022-PTS-026	Sec. 402	\$25,000.00	\$6,733.96
	Gila River PD	2022-PTS-027	Sec. 402	\$20,000.00	\$20,000.00
	Gilbert PD	2022-PTS-028	Sec. 402	\$60,000.00	\$59,796.44
	Glendale PD	2022-PTS-029	Sec. 402	\$50,000.00	\$45,151.38
	Globe PD	2022-PTS-030	Sec. 402	\$10,825.00	\$8,331.96
	Graham CSO	2022-PTS-031	Sec. 402	\$14,395.00	\$13,980.00
	Greenlee CSO	2022-PTS-032	Sec. 402	\$17,325.00	\$13,661.22
	Jerome PD	2022-PTS-033	Sec. 402	\$6,773.00	\$5,367.35
	La Paz CSO	2022-PTS-034	Sec. 402	\$35,000.00	\$34,999.87
	Lake Havasu City PD	2022-PTS-035	Sec. 402	\$27,819.00	\$27,819.00
	Marana PD	2022-PTS-036	Sec. 402	\$40,000.00	\$39,248.47
	Maricopa CSO	2022-PTS-037	Sec. 402	\$182,486.00	\$182,486.00
	Maricopa PD	2022-PTS-038	Sec. 402	\$18,682.00	\$11,967.23
	Mesa PD	2022-PTS-039	Sec. 402	\$84,100.00	\$59,305.03
	Miami PD	2022-PTS-040	Sec. 402	\$10,588.00	\$0.00
	Navajo CSO	2022-PTS-041	Sec. 402	\$24,078.00	\$20,211.28
	Nogales PD	2022-PTS-042	Sec. 402	\$8,211.65	\$7,148.09
	Oro Valley PD	2022-PTS-043	Sec. 402	\$25,000.00	\$24,211.75
Paradise Valley PD	2022-PTS-044	Sec. 402	\$10,000.00	\$7,318.16	
Parker PD	2022-PTS-045	Sec. 402	\$12,000.00	\$10,561.46	
Payson PD	2022-PTS-046	Sec. 402	\$29,000.00	\$27,086.10	

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Selective Traffic Enforcement Program Overtime (PTS-EN)	Peoria PD	2022-PTS-047	Sec. 402	\$35,000.00	\$35,000.00
	Phoenix PD	2022-PTS-049	Sec. 402	\$330,223.25	\$303,320.70
	Pinal CSO	2022-PTS-051	Sec. 402	\$98,151.09	\$97,070.82
	Prescott PD	2022-PTS-052	Sec. 402	\$25,000.00	\$21,660.26
	Prescott Valley PD	2022-PTS-053	Sec. 402	\$103,200.00	\$102,015.39
	Quartzsite PD	2022-PTS-054	Sec. 402	\$14,600.00	\$11,901.35
	Safford PD	2022-PTS-055	Sec. 402	\$17,123.00	\$17,123.00
	Sahuarita PD	2022-PTS-056	Sec. 402	\$15,000.00	\$14,994.85
	Salt River PD	2022-PTS-057	Sec. 402	\$25,000.00	\$25,000.00
	San Luis PD	2022-PTS-058	Sec. 402	\$17,000.00	\$16,632.67
	Santa Cruz CSO	2022-PTS-059	Sec. 402	\$5,000.00	\$4,994.15
	Scottsdale PD	2022-PTS-060	Sec. 402	\$99,000.00	\$97,308.56
	Show Low PD	2022-PTS-061	Sec. 402	\$14,500.00	\$14,500.00
	Snowflake-Taylor PD	2022-PTS-062	Sec. 402	\$13,500.00	\$10,675.01
	Springerville PD	2022-PTS-063	Sec. 402	\$8,000.00	\$7,528.77
	St. Johns PD	2022-PTS-064	Sec. 402	\$31,256.97	\$31,248.11
	Surprise PD	2022-PTS-065	Sec. 402	\$25,000.00	\$25,000.00
	Tempe PD	2022-PTS-066	Sec. 402	\$84,880.00	\$84,880.00
	Tucson PD	2022-PTS-067	Sec. 402	\$20,000.00	\$19,379.52
	Tucson PD	2022-PTS-068	Sec. 402	\$142,997.80	\$142,997.00
	U of A PD	2022-PTS-069	Sec. 402	\$9,390.00	\$9,386.04
Wickenburg PD	2022-PTS-070	Sec. 402	\$5,000.00	\$310.73	
Willcox PD	2022-PTS-071	Sec. 402	\$16,700.00	\$7,112.83	

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Selective Traffic Enforcement Program Overtime (PTS-EN)	Winslow PD	2022-PTS-073	Sec. 402	\$10,000.00	\$10,000.00
	Yavapai College PD	2022-PTS-074	Sec. 402	\$4,398.00	\$2,863.62
	Yavapai CSO	2022-PTS-075	Sec. 402	\$18,588.00	\$18,522.01
	Yuma PD	2022-PTS-076	Sec. 402	\$20,000.00	\$5,611.10
Selective Traffic Enforcement Program Equipment and supplies (PTS-EQ, PTS-MS)	Bullhead City PD	2022-PTS-010	Sec. 402	\$8,191.00	\$8,053.92
	Colorado City MO	2022-PTS-017	Sec. 402	\$18,777.00	\$18,777.00
	Flagstaff PD	2022-PTS-024	Sec. 402	\$25,559.00	\$25,559.00
	Pima CSD	2022-PTS-050	Sec. 402	\$42,246.63	\$42,246.63
	Williams PD	2022-PTS-072	Sec. 402	\$12,260.00	\$12,316.81
	Queen Creek PD	2022-PTS-077	Sec. 402	\$132,377.00	\$127,965.70
	Peoria PD	2022-PTS-078	Sec. 402	\$68,600.00	\$58,614.65
	Pinal CSO	2022-PTS-079	Sec. 402	\$64,376.03	\$62,955.26
Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media)	Phoenix Fire Dept.	2022-PTS-048	Sec. 402	\$15,000.00	\$1,236.40
	GOHS Paid Media	2022-PTS-500	Sec. 402	\$80,000.00	\$80,000.00
Roadway Safety Awareness (RS-AW)	AZ. Transportation Ed. Foundation	2022-RS-001	Sec. 402	\$72,465.00	\$72,083.35
<b>Total Funds Spent (Police Traffic Services)</b>				<b>\$3,092,895.09</b>	<b>\$2,803,958.74</b>

## Performance Results – Police Traffic Services

According to ADOT State Crash Facts in 2021, Speeding-related fatalities increased from 337 in 2020 to 359 in 2021. GOHS completed 81 police traffic services projects to help meet the performance target.

### Project Descriptions

#### Selective Traffic Enforcement Program Overtime (PTS-EN)

**Project Description** – Funding was awarded to law enforcement agencies to conduct Selective Traffic Enforcement Programs (STEP) to enforce speed, aggressive driving, red light running and other traffic laws. Law enforcement agencies also focused on decreasing the danger of distracted driving through targeted enforcement.

#### Selective Traffic Enforcement Program Equipment (PTS-EQ; PTS-MS)

**Project Description** – This awarded funding to law enforcement agencies to purchase equipment to aid in the enforcement of traffic laws. Equipment purchased included speed detection devices, speed displays and signs, cameras, vehicles and other equipment that will enhance selective traffic enforcement efforts. The backbone instrument of speed enforcement is the speed detection device, which comes in two common types: radar and Lidar. Both types accurately measure a target vehicle’s speed. Speed detection devices were purchased with funding to enhance speed enforcement throughout the State of Arizona. Law enforcement agencies try to prevent speed-related collisions with equipment such as speed displays and signs. Speed trailers display a vehicle’s speed to compare with the speed limit. The portability of the speed trailer lets the departments adapt and respond to citizens’ input regarding roadways troubled with speeders. A portion of funds from STEP were spent on purchasing vehicles. Electric motorcycles for traffic enforcement are also funded.



*La Paz County Sheriff's Office  
Speed trailer*



*Flagstaff Police Department  
Harley Davidson Police Motorcycle*

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**Selective Traffic Enforcement Awareness (PTS-AW, PTS-Media)**

**Project Description** - Funds were awarded to the Phoenix Fire Department towards the awareness and education supporting local city and state laws such as House Bill 2318 for drivers of all ages living or traveling in Phoenix and across the state. Their program objectives were to decrease distracted driving habits, increase drivers focus and aid better decision making. Funds also included paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of Speeding and reckless driving.

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**Selective Traffic Enforcement Awareness (RS-AW)**

**Project Description** - This awarded funding to The Arizona Transportation Education Foundation to execute their "Share the Road" program. With effective communications and education campaigns, Arizona drivers will become more aware of how to safely operate their motor vehicle in an environment that is composed of pedestrians, bicycles, motorcycles, transit and commercial vehicles.

## 4.8 TRAFFIC RECORDS (TR)

Traffic records data are critical for identifying problem areas in need of attention by the Governor's Office of Highway Safety (GOHS) and its partners. The goal of Arizona's Traffic Records program is to ensure GOHS, the Arizona Department of Transportation (ADOT) and the law enforcement community can access accurate and complete data. The Arizona Traffic Records Coordinating Committee (TRCC) met three times during FFY 2022:

- March 30, 2022
- June 8, 2022
- September 29, 2022.

GOHS funds projects that support improved collection, evaluation and analysis of traffic safety data. Expenses under this program area generally relate to equipment and materials. Arizona made great strides in data processing improvement including the redesign of the Crash Report Form and the implementation of Arizona Traffic and Criminal Software (AZTraCS) for data collection. TRCC, under the direction of GOHS and ADOT, continues to work on a number of projects to enhance data collection.

In FFY 2022, GOHS funded several agencies to purchase equipment for implementation projects of assisting agencies with the use of AZTraCS which allows local law enforcement agencies to electronically collect and submit crash data to the state traffic records system and electronically collect and submit citation data to the Administrative Office of the Courts.

### Performance Target

Performance targets for traffic records data systems are not crash-based. However, these traffic records areas address the six nationally recognized data quality performance measures of timeliness, accuracy, completeness, uniformity, integration and accessibility.

### Projects and Funding

Table 4.18 contains a list of Traffic Records projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activity:

- Data Collection, Evaluation and Analysis (TR-DATA)



**Table 4.18 FFY 2022 Traffic Records Projects****Related Performance Measure**

Traffic data timeliness, accuracy, and accessibility.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Data Collection, Evaluation and Analysis (TR-DATA)	Huachuca City PD	2022-405c-001	Sec. 405c	\$3,091.50	\$0.00
	Miami PD	2022-405c-002	Sec. 405c	\$44,760.00	\$44,760.00
	Buckeye PD	2022-405c-003	Sec. 405c	\$62,174.00	\$0.00
	Scottsdale PD	2022-405c-004	Sec. 405c	\$85,000.00	\$77,647.33
	Yavapai CSO	2022-405c-005	Sec. 405c	\$96,618.86	\$96,618.86
	Payson PD	2022-405c-006	Sec. 405c	\$137,932.12	\$137,800.45
	Pinal CSO	2022-405c-007	Sec. 405c	\$38,787.65	\$38,293.07
	GOHS DRE Software License	2022-405c-500	Sec. 405c	\$88,000.00	\$80,165.00
<b>Total Funds Spent (Traffic Records)</b>				<b>\$556,364.13</b>	<b>\$475,284.71</b>

## **Performance Results – Traffic Records**

The Arizona traffic records system enables the timely collection and reporting of data elements necessary for problem identification, problem analysis and countermeasure evaluation in all areas of traffic safety. GOHS funded projects in FFY 2022 that awarded data collection and improved to data systems of several agencies. The goal is to have all Arizona law enforcement agencies utilize the electronic submission of crash reports to ADOT.

## **Project Descriptions**

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### **Data Collection, Evaluation and Analysis (TR-DATA)**

**Project Description** – Several agencies received funds to purchase materials and supplies such as driver license scanners and printers that assisted in the timeliness and accuracy of this process to send electronic crash data to ADOT Traffic Records.

## 4.9 PLANNING AND ADMINISTRATION (PA)

The Planning and Administration program area includes the activities necessary for the overall management and operations of the Governor’s Office of Highway Safety (GOHS).

### Performance Assessment

**Table 4.19 Performance Targets and Measures (Planning and Administration)**

<b>Performance Targets</b>	<b>Performance Measures</b>
Process all subgrantee grants by October 1.	Percentage of grants processed by October 1.
Develop a coordinated Highway Safety Plan (HSP) by July.	Date the HSP was submitted.
Prepare GOHS the Annual Report by December 31.	Date the Annual Report was submitted.
Monitor all grants per GOHS monitoring policy.	Percentage of subgrantee grants in full contract compliance by specified due dates.
Develop, coordinate, monitor, and evaluate traffic safety projects identified in the HSP.	Completed Project Monitoring Worksheets, Reports and Checklists by due dates.
Promote highway safety awareness through educational programs and public awareness campaigns.	None.

### Projects and Funding

The 2022 Highway Safety Plan included the following Planning and Administration projects. Table 4.20 lists these projects along with its associated performance measures, funding sources and status.

**Table 4.20 FFY 2022 Planning and Administration Project****Related Performance Measure**

Planning and administration activities supported progress toward all performance measures.

<b>Planned Activities</b>	<b>Grantee</b>	<b>Project Number</b>	<b>Funding Source(s)</b>	<b>Funds Obligated</b>	<b>Funds Spent (FFY 2022)</b>
Planning and Administration (GOHS-PA)	GOHS	2022-PA-300	Sec. 402	\$533,556.86	\$405,529.68
405, 402 Planning and Administration (AI-PA, AL-PA, EM-PA, MC-PA, OP-PA, PS-PA, PTS-PA, RS-PA, TR-PA)	GOHS	2022-AI-300	Sec. 402	\$26,439.00	\$4,764.98
	GOHS	2022-AL-300	Sec. 402	\$81,205.00	\$43,811.16
	GOHS	2022-405d-300	Sec. 405d	\$118,975.00	\$88,228.24
	GOHS	2022-EM-300	Sec. 402	\$15,108.00	\$12,415.07
	GOHS	2022-MC-300	Sec. 402	\$7,554.00	\$6,556.60
	GOHS	2022-OP-300	Sec. 402	\$67,986.00	\$53,586.84
	GOHS	2022-PS-300	Sec. 402	\$52,878.00	\$44,041.79
	GOHS	2022-PTS-300	Sec. 402	\$147,302.00	\$82,942.28
	GOHS	2022-RS-300	Sec. 402	\$3,100.00	\$3,025.45
	GOHS	2022-TR-300	Sec. 402	\$5,665.00	\$3,471.24
<b>Total Funds Spent (Planning and Administration)</b>				<b>\$1,059,768.86</b>	<b>\$748,373.33</b>

## Performance Results – Planning and Administration

GOHS met its measurable planning and administration performance targets for FFY 2022 including delivering the *FFY 2022 Annual Report* and the *FFY 2022 Highway Safety Plan* in a timely manner.

### Project Description

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#### Planning and Administration (GOHS-PA)

**Project Description** - This project provided funding to GOHS to coordinate and monitor activities and projects relating to the planning and administration of the *FFY 2022 Arizona Highway Safety Plan* and *2022 Annual Report*.

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#### 405, 402 Planning and Administration (AI-PA, AL-PA, EM-PA, MC-PA, OP-PA, PS-PA, PTS-PA, RS-PA, TR-PA)

GOHS personnel administered and managed the 405 and 402 programs which included writing, managing and monitoring grants and contracts. GOHS personnel coordinated the activities and tasks outlined in the Highway Safety Plan and provided status reports and updates on project activity to the GOHS Director and other parties, as required. GOHS personnel monitored project activity, prepared and maintained project documentation and evaluated task accomplishments of their grant portfolios.

# 5.0 Cost Summary

A summary of 2022 Highway Safety Program approved costs is shown in Table 5.1 on the next page.

**Arizona Governor’s Office of Highway Safety  
FFY 2022 Fund Obligation**

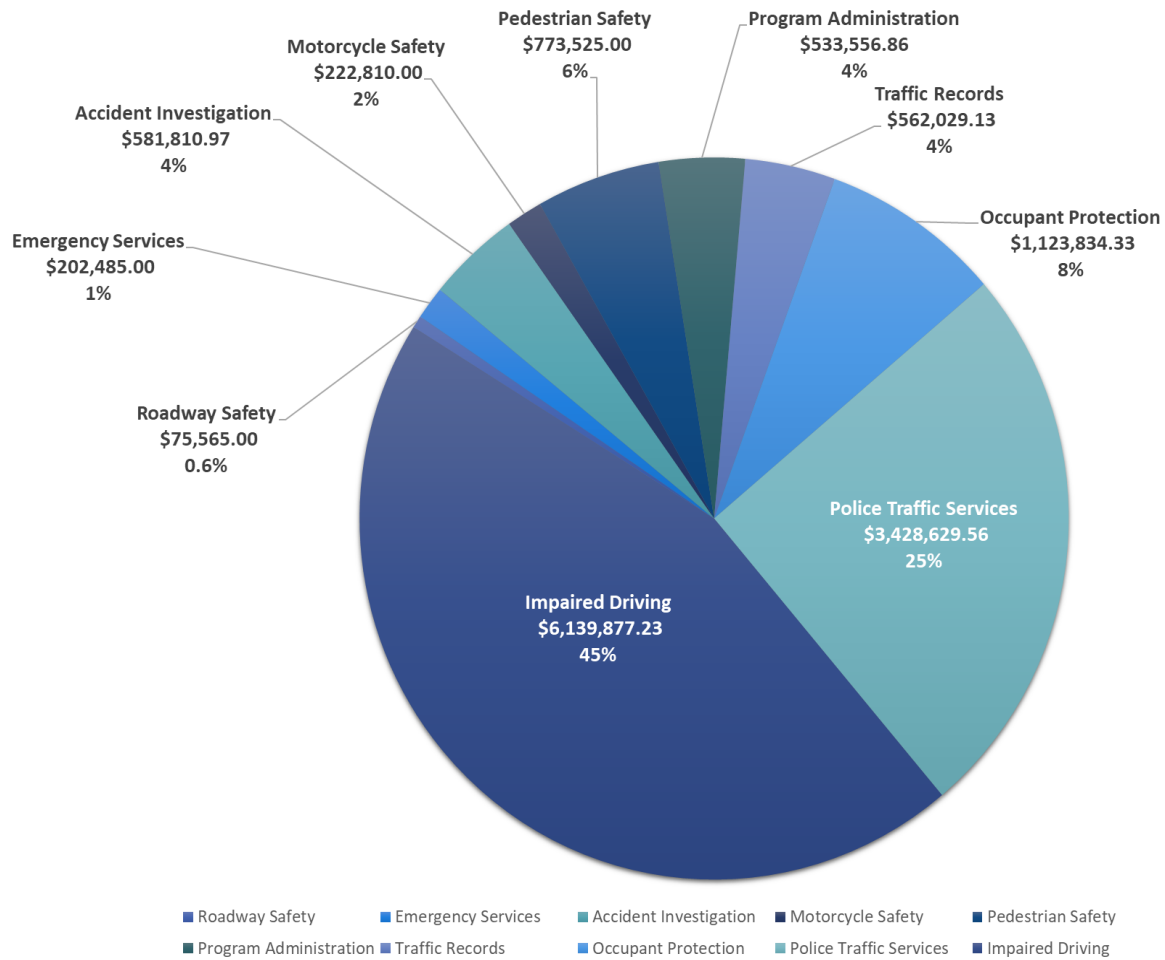


Table 5.1 Highway Safety Program Cost Summary

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Obligations vs Expenditures**  
 2022-FINAL  
 Posted: 12/09/2022

State: Arizona Page: 1  
 Latest posted documents Report Date: 12/12/2022  
 HCS-17 VOU-33

Program Area	Project	Original Approved HSP	Percent of Agency Planned	Sum of Obligations	Percent of Agency Obligated	Percent Prior FY Funds	Sum of Expenditures	Percent Agency Expended	Unexpended Balance	Est. Months to Liquidate	Unobligated Balance
<b>NHTSA</b>											
<b>FAST Act NHTSA 402</b>											
<b>Planning and Administration</b>											
	PA-2022-00-00-00	\$600,000.00	5%	\$285,692.83	2%		\$285,692.83	2%	\$ .00	0	
	<b>Planning and Administration Total</b>	<b>\$600,000.00</b>	<b>5%</b>	<b>\$285,692.83</b>	<b>2%</b>		<b>\$285,692.83</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Alcohol</b>											
	AL-2022-00-00-00	\$1,700,000.00	15%	\$92,873.02	1%		\$92,873.02	1%	\$ .00	0	
	<b>Alcohol Total</b>	<b>\$1,700,000.00</b>	<b>15%</b>	<b>\$92,873.02</b>	<b>1%</b>		<b>\$92,873.02</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Emergency Medical Services</b>											
	EM-2022-00-00-00	\$205,000.00	2%	\$3,138.30	0%		\$3,138.30	0%	\$ .00	0	
	<b>Emergency Medical Services Total</b>	<b>\$205,000.00</b>	<b>2%</b>	<b>\$3,138.30</b>	<b>0%</b>		<b>\$3,138.30</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Motorcycle Safety</b>											
	MC-2022-00-00-00	\$78,000.00	1%	\$6,049.63	0%		\$6,049.63	0%	\$ .00	0	
	<b>Motorcycle Safety Total</b>	<b>\$78,000.00</b>	<b>1%</b>	<b>\$6,049.63</b>	<b>0%</b>		<b>\$6,049.63</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Occupant Protection</b>											
	OP-2022-00-00-00	\$326,000.00	3%	\$127,380.31	1%		\$127,380.31	1%	\$ .00	0	
	<b>Occupant Protection Total</b>	<b>\$326,000.00</b>	<b>3%</b>	<b>\$127,380.31</b>	<b>1%</b>		<b>\$127,380.31</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Pedestrian/Bicycle Safety</b>											
	PS-2022-00-00-00	\$253,000.00	2%	\$82,920.54	0%		\$82,920.54	1%	\$ .00	0	
	<b>Pedestrian/Bicycle Safety Total</b>	<b>\$253,000.00</b>	<b>2%</b>	<b>\$82,920.54</b>	<b>0%</b>		<b>\$82,920.54</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Police Traffic Services</b>											
	PT-2022-00-00-00	\$2,200,000.00	19%	\$370,452.54	2%		\$370,452.54	3%	\$ .00	0	
	<b>Police Traffic Services Total</b>	<b>\$2,200,000.00</b>	<b>19%</b>	<b>\$370,452.54</b>	<b>2%</b>		<b>\$370,452.54</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Traffic Records</b>											
	TR-2022-00-00-00	\$6,000.00	0%	\$1,927.54	0%		\$1,927.54	0%	\$ .00	0	
	<b>Traffic Records Total</b>	<b>\$6,000.00</b>	<b>0%</b>	<b>\$1,927.54</b>	<b>0%</b>		<b>\$1,927.54</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Accident Investigation</b>											
	AI-2022-00-00-00	\$300,000.00	3%	\$207,371.52	1%		\$207,371.52	2%	\$ .00	0	
	<b>Accident Investigation Total</b>	<b>\$300,000.00</b>	<b>3%</b>	<b>\$207,371.52</b>	<b>1%</b>		<b>\$207,371.52</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Roadway Safety</b>											
	RS-2022-00-00-00	\$75,000.00	1%	\$39,687.14	0%		\$39,687.14	0%	\$ .00	0	

Roadway Safety Total	\$75,000.00	1%	\$39,687.14	0%		\$39,687.14	0%	\$0.00	0	
<i>Pupil Transportation Safety</i>										
SB-2022-00-00-00	\$2,200.00	0%	\$0.00	0%		\$0.00	0%	\$0.00	0	
Pupil Transportation Safety Total	\$2,200.00	0%	\$0.00	0%		\$0.00	0%	\$0.00	0	
<b>FAST Act NHTSA 402 Total</b>	<b>\$5,745,200.00</b>	<b>50%</b>	<b>\$1,217,493.37</b>	<b>7%</b>	<b>100%</b>	<b>\$1,217,493.37</b>	<b>10%</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>
<i>FAST Act 405b OP High</i>										
<i>405b OP High</i>										
M1X-2022-00-00-00	\$650,000.00	6%	\$284,207.00	2%		\$284,207.00	2%	\$0.00	0	
405b OP High Total	\$650,000.00	6%	\$284,207.00	2%		\$284,207.00	2%	\$0.00	0	
<i>405b High Alcohol</i>										
M1*AL-2022-00-00-00	\$0.00	0%	\$150,000.00	1%		\$150,000.00	1%	\$0.00	0	
405b High Alcohol Total	\$0.00	0%	\$150,000.00	1%		\$150,000.00	1%	\$0.00	0	
<i>405b High Police Traffic Services</i>										
M1*PT-2022-00-00-00	\$0.00	0%	\$100,000.00	1%		\$100,000.00	1%	\$0.00	0	
405b High Police Traffic Services Total	\$0.00	0%	\$100,000.00	1%		\$100,000.00	1%	\$0.00	0	
<i>405b High Accident Investigation</i>										
M1*AI-2022-00-00-00	\$0.00	0%	\$34,410.17	0%		\$34,410.17	0%	\$0.00	0	
405b High Accident Investigation Total	\$0.00	0%	\$34,410.17	0%		\$34,410.17	0%	\$0.00	0	
<b>FAST Act 405b OP High Total</b>	<b>\$650,000.00</b>	<b>6%</b>	<b>\$568,617.17</b>	<b>3%</b>	<b>100%</b>	<b>\$568,617.17</b>	<b>5%</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>
<i>FAST Act 405b OP Low</i>										
<i>405b OP Low</i>										
M2X-2022-00-00-00	\$685,000.00	6%	\$84,059.23	1%		\$84,059.23	1%	\$0.00	0	
405b OP Low Total	\$685,000.00	6%	\$84,059.23	1%		\$84,059.23	1%	\$0.00	0	
<b>FAST Act 405b OP Low Total</b>	<b>\$685,000.00</b>	<b>6%</b>	<b>\$84,059.23</b>	<b>1%</b>	<b>100%</b>	<b>\$84,059.23</b>	<b>1%</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>
<i>FAST Act 405c Data Program</i>										
<i>405c Data Program</i>										
M3DA-2022-00-00-00	\$300,000.00	3%	\$150,416.05	1%		\$150,416.05	1%	\$0.00	0	
405c Data Program Total	\$300,000.00	3%	\$150,416.05	1%		\$150,416.05	1%	\$0.00	0	
<b>FAST Act 405c Data Program Total</b>	<b>\$300,000.00</b>	<b>3%</b>	<b>\$150,416.05</b>	<b>1%</b>	<b>100%</b>	<b>\$150,416.05</b>	<b>1%</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>
<i>FAST Act 405d Impaired Driving Mid</i>										
<i>405d Impaired Driving Mid</i>										
M5X-2022-00-00-00	\$3,000,000.00	26%	\$945,922.14	6%		\$945,922.14	8%	\$0.00	0	
405d Impaired Driving Mid Total	\$3,000,000.00	26%	\$945,922.14	6%		\$945,922.14	8%	\$0.00	0	
<b>FAST Act 405d Impaired Driving Mid Total</b>	<b>\$3,000,000.00</b>	<b>26%</b>	<b>\$945,922.14</b>	<b>6%</b>	<b>100%</b>	<b>\$945,922.14</b>	<b>8%</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>
<i>FAST Act 405d Impaired Driving Int</i>										
<i>405d Impaired Driving Int</i>										
M7X-2022-00-00-00	\$450,000.00	4%	\$336,147.70	2%		\$154,075.32	1%	\$182,072.38	*	
405d Impaired Driving Int Total	\$450,000.00	4%	\$336,147.70	2%		\$154,075.32	1%	\$182,072.38	14	
<b>FAST Act 405d Impaired Driving Int Total</b>	<b>\$450,000.00</b>	<b>4%</b>	<b>\$336,147.70</b>	<b>2%</b>	<b>100%</b>	<b>\$154,075.32</b>	<b>1%</b>	<b>\$182,072.38</b>	<b>14</b>	<b>\$0.00</b>



<b>FAST Act 405f Motorcycle Programs</b>										
<b>405f Motorcycle Programs</b>										
M9X-2022-00-00-00	\$100,000.00	1%	\$94,299.91	1%		\$94,299.91	1%	\$ .00	0	
405f Motorcycle Programs Total	\$100,000.00	1%	\$94,299.91	1%		\$94,299.91	1%	\$ .00	0	
<b>FAST Act 405f Motorcycle Programs Total</b>	<b>\$100,000.00</b>	<b>1%</b>	<b>\$94,299.91</b>	<b>1%</b>	<b>100%</b>	<b>\$94,299.91</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs</b>										
<b>405f Motorcycle Safety Programs</b>										
M11X-2022-00-00-00	\$250,000.00	2%	\$154,052.73	1%		\$19,705.00	0%	\$134,347.73	*	
405f Motorcycle Safety Programs Total	\$250,000.00	2%	\$154,052.73	1%		\$19,705.00	0%	\$134,347.73	82	
<b>FAST Act 405f Motorcycle Safety Programs Total</b>	<b>\$250,000.00</b>	<b>2%</b>	<b>\$154,052.73</b>	<b>1%</b>	<b>100%</b>	<b>\$19,705.00</b>	<b>0%</b>	<b>\$134,347.73</b>	<b>82</b>	<b>\$ .00</b>
<b>FAST Act 405h Nonmotorized Safety</b>										
<b>405h Nonmotorized Safety</b>										
FHX-2022-00-00-00	\$350,000.00	3%	\$467,035.20	3%		\$325,368.49	3%	\$141,666.71	5	
405h Nonmotorized Safety Total	\$350,000.00	3%	\$467,035.20	3%		\$325,368.49	3%	\$141,666.71	5	
<b>FAST Act 405h Nonmotorized Safety Total</b>	<b>\$350,000.00</b>	<b>3%</b>	<b>\$467,035.20</b>	<b>3%</b>	<b>100%</b>	<b>\$325,368.49</b>	<b>3%</b>	<b>\$141,666.71</b>	<b>5</b>	<b>\$ .00</b>
<b>BIL NHTSA 402</b>										
<b>Planning and Administration</b>										
PA-2022-00-00-00	\$ .00	0%	\$250,000.00	1%		\$173,768.12	1%	\$76,231.88	*	
Planning and Administration Total	\$ .00	0%	\$250,000.00	1%		\$173,768.12	1%	\$76,231.88	4	
<b>Alcohol</b>										
AL-2022-00-00-00	\$ .00	0%	\$2,022,949.93	12%		\$1,540,964.20	13%	\$481,985.73	*	
Alcohol Total	\$ .00	0%	\$2,022,949.93	12%		\$1,540,964.20	13%	\$481,985.73	4	
<b>Emergency Medical Services</b>										
EM-2022-00-00-00	\$ .00	0%	\$202,485.00	1%		\$192,794.77	2%	\$9,690.23	*	
Emergency Medical Services Total	\$ .00	0%	\$202,485.00	1%		\$192,794.77	2%	\$9,690.23	1	
<b>Motorcycle Safety</b>										
MC-2022-00-00-00	\$ .00	0%	\$78,810.00	0%		\$73,266.47	1%	\$5,543.53	*	
Motorcycle Safety Total	\$ .00	0%	\$78,810.00	0%		\$73,266.47	1%	\$5,543.53	1	
<b>Occupant Protection</b>										
OP-2022-00-00-00	\$ .00	0%	\$525,793.00	3%		\$221,208.83	2%	\$304,584.17	*	
Occupant Protection Total	\$ .00	0%	\$525,793.00	3%		\$221,208.83	2%	\$304,584.17	16	
<b>Pedestrian/Bicycle Safety</b>										
PS-2022-00-00-00	\$ .00	0%	\$283,595.00	2%		\$263,789.18	2%	\$19,805.82	*	
Pedestrian/Bicycle Safety Total	\$ .00	0%	\$283,595.00	2%		\$263,789.18	2%	\$19,805.82	1	
<b>Police Traffic Services</b>										
PT-2022-00-00-00	\$ .00	0%	\$3,122,699.27	18%		\$2,442,321.08	20%	\$680,378.19	*	
Police Traffic Services Total	\$ .00	0%	\$3,122,699.27	18%		\$2,442,321.08	20%	\$680,378.19	3	
<b>Traffic Records</b>										

TR-2022-00-00-00	\$ .00	0%	\$4,000.00	0%	\$2,095.56	0%	\$1,904.44	*	
<b>Traffic Records Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$4,000.00</b>	<b>0%</b>	<b>\$2,095.56</b>	<b>0%</b>	<b>\$1,904.44</b>	<b>9</b>	
<i>Accident Investigation</i>									
AI-2022-00-00-00	\$ .00	0%	\$413,203.00	2%	\$291,022.36	2%	\$122,180.64	*	
<b>Accident Investigation Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$413,203.00</b>	<b>2%</b>	<b>\$291,022.36</b>	<b>2%</b>	<b>\$122,180.64</b>	<b>5</b>	
<i>Roadway Safety</i>									
RS-2022-00-00-00	\$ .00	0%	\$44,353.00	0%	\$35,517.00	0%	\$8,836.00	*	
<b>Roadway Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$44,353.00</b>	<b>0%</b>	<b>\$35,517.00</b>	<b>0%</b>	<b>\$8,836.00</b>	<b>3</b>	
<b>BIL NHTSA 402 Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$6,947,888.20</b>	<b>41%</b>	<b>0%</b>	<b>\$5,236,747.57</b>	<b>44%</b>	<b>\$1,711,140.63</b>	<b>4 \$ .00</b>
<i>BIL 405b OP High</i>									
<i>405b OP High</i>									
M1X-2022-00-00-00	\$ .00	0%	\$717,070.08	4%	\$107,677.06	1%	\$609,393.02	*	
<b>405b OP High Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$717,070.08</b>	<b>4%</b>	<b>\$107,677.06</b>	<b>1%</b>	<b>\$609,393.02</b>	<b>68</b>	
<b>BIL 405b OP High Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$717,070.08</b>	<b>4%</b>	<b>0%</b>	<b>\$107,677.06</b>	<b>1%</b>	<b>\$609,393.02</b>	<b>68 \$ .00</b>
<i>BIL 405c Data Program</i>									
<i>405c Data Program</i>									
M3DA-2022-00-00-00	\$ .00	0%	\$827,998.15	5%	\$270,735.06	2%	\$557,263.09	*	
<b>405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$827,998.15</b>	<b>5%</b>	<b>\$270,735.06</b>	<b>2%</b>	<b>\$557,263.09</b>	<b>25</b>	
<b>BIL 405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$827,998.15</b>	<b>5%</b>	<b>0%</b>	<b>\$270,735.06</b>	<b>2%</b>	<b>\$557,263.09</b>	<b>25 \$ .00</b>
<i>BIL 405d Impaired Driving Mid</i>									
<i>405d Impaired Driving Mid</i>									
M5X-2022-00-00-00	\$ .00	0%	\$2,839,389.74	17%	\$2,123,009.26	18%	\$716,380.48	*	
<b>405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$2,839,389.74</b>	<b>17%</b>	<b>\$2,123,009.26</b>	<b>18%</b>	<b>\$716,380.48</b>	<b>4</b>	
<b>BIL 405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$2,839,389.74</b>	<b>17%</b>	<b>0%</b>	<b>\$2,123,009.26</b>	<b>18%</b>	<b>\$716,380.48</b>	<b>4 \$ .00</b>
<i>BIL 405d Impaired Driving Int</i>									
<i>405d Impaired Driving Int</i>									
M7X-2022-00-00-00	\$ .00	0%	\$342,099.77	2%	\$ .00	0%	\$342,099.77	*	
<b>405d Impaired Driving Int Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$342,099.77</b>	<b>2%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$342,099.77</b>	<b>*</b>	
<b>BIL 405d Impaired Driving Int Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$342,099.77</b>	<b>2%</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$342,099.77</b>	<b>* \$ .00</b>
<i>BIL 405f Motorcycle Safety Programs</i>									
<i>405f Motorcycle Safety Programs</i>									
M11X-2022-00-00-00	\$ .00	0%	\$88,722.39	1%	\$ .00	0%	\$88,722.39	*	
<b>405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$88,722.39</b>	<b>1%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$88,722.39</b>	<b>*</b>	
<b>BIL 405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$88,722.39</b>	<b>1%</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$88,722.39</b>	<b>* \$ .00</b>
<i>BIL 405h Nonmotorized Safety</i>									
<i>405h Nonmotorized Safety</i>									
FHX-2022-00-00-00	\$ .00	0%	\$421,880.59	2%	\$ .00	0%	\$421,880.59	*	
<b>405h Nonmotorized Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$421,880.59</b>	<b>2%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$421,880.59</b>	<b>*</b>	
<b>BIL 405h Nonmotorized Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$421,880.59</b>	<b>2%</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$421,880.59</b>	<b>* \$ .00</b>

<b>SUPPLEMENTAL BIL NHTSA 402</b>										
<b>Alcohol</b>										
AL-2022-00-00-00	\$ .00	0%	\$188,233.27	1%		\$188,233.27	2%	\$ .00	0	
<b>Alcohol Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$188,233.27</b>	<b>1%</b>		<b>\$188,233.27</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Police Traffic Services</b>										
PT-2022-00-00-00	\$ .00	0%	\$201,478.42	1%		\$201,478.42	2%	\$ .00	0	
<b>Police Traffic Services Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$201,478.42</b>	<b>1%</b>		<b>\$201,478.42</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL NHTSA 402 Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$389,711.69</b>	<b>2%</b>	<b>0%</b>	<b>\$389,711.69</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405b OP High</b>										
<b>405b OP High</b>										
M1X-2022-00-00-00	\$ .00	0%	\$46,881.25	0%		\$46,881.25	0%	\$ .00	0	
<b>405b OP High Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$46,881.25</b>	<b>0%</b>		<b>\$46,881.25</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405b OP High Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$46,881.25</b>	<b>0%</b>	<b>0%</b>	<b>\$46,881.25</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405c Data Program</b>										
<b>405c Data Program</b>										
M3DA-2022-00-00-00	\$ .00	0%	\$54,133.60	0%		\$54,133.60	0%	\$ .00	0	
<b>405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$54,133.60</b>	<b>0%</b>		<b>\$54,133.60</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$54,133.60</b>	<b>0%</b>	<b>0%</b>	<b>\$54,133.60</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid</b>										
<b>405d Impaired Driving Mid</b>										
MSX-2022-00-00-00	\$ .00	0%	\$186,163.06	1%		\$186,163.06	2%	\$ .00	0	
<b>405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$186,163.06</b>	<b>1%</b>		<b>\$186,163.06</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$186,163.06</b>	<b>1%</b>	<b>0%</b>	<b>\$186,163.06</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Int</b>										
<b>405d Impaired Driving Int</b>										
M7X-2022-00-00-00	\$ .00	0%	\$22,429.58	0%		\$ .00	0%	\$22,429.58	*	
<b>405d Impaired Driving Int Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$22,429.58</b>	<b>0%</b>		<b>\$ .00</b>	<b>0%</b>	<b>\$22,429.58</b>	<b>*</b>	
<b>SUPPLEMENTAL BIL 405d Impaired Driving Int Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$22,429.58</b>	<b>0%</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$22,429.58</b>	<b>*</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs</b>										
<b>405f Motorcycle Safety Programs</b>										
M11X-2022-00-00-00	\$ .00	0%	\$5,800.57	0%		\$2,515.09	0%	\$3,285.48	*	
<b>405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$5,800.57</b>	<b>0%</b>		<b>\$2,515.09</b>	<b>0%</b>	<b>\$3,285.48</b>	<b>16</b>	
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$5,800.57</b>	<b>0%</b>	<b>0%</b>	<b>\$2,515.09</b>	<b>0%</b>	<b>\$3,285.48</b>	<b>16</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405h Nonmotorized Safety</b>										
<b>405h Nonmotorized Safety</b>										
FHX-2022-00-00-00	\$ .00	0%	\$27,582.08	0%		\$10,610.50	0%	\$16,971.58	*	
<b>405h Nonmotorized Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$27,582.08</b>	<b>0%</b>		<b>\$10,610.50</b>	<b>0%</b>	<b>\$16,971.58</b>	<b>19</b>	
<b>SUPPLEMENTAL BIL 405h Nonmotorized Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$27,582.08</b>	<b>0%</b>	<b>0%</b>	<b>\$10,610.50</b>	<b>0%</b>	<b>\$16,971.58</b>	<b>19</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$11,530,200.00</b>	<b>100%</b>	<b>\$16,935,794.25</b>	<b>100%</b>		<b>\$11,988,140.82</b>	<b>100%</b>	<b>\$4,947,653.43</b>	<b>5</b>	
<b>Total</b>	<b>\$11,530,200.00</b>	<b>100%</b>	<b>\$16,935,794.25</b>	<b>100%</b>		<b>\$11,988,140.82</b>	<b>100%</b>	<b>\$4,947,653.43</b>	<b>5</b>	

\* Indicates programs that have no expenditures within 12 months before the date of this report - estimated months to liquidate cannot be calculated.

## 6.0 Addendum – Seat Belt Survey

The Governor’s Office of Highway Safety commissioned a study to determine the 2022 statewide seat belt use rate. Data was also gathered on drivers’ use of handheld cell phones. This study was conducted by the Preusser Research Group Inc. The study involved the same research design utilized in the 2021 Seat Belt Survey. The procedures used were developed for data collection, validation and quality control that are consistent with the National Highway Traffic Safety Administration requirements and similar to past practices in the State.

In Table 6.1 below the statewide “preliminary” results are shown. The 2022 seat belt use rate of 87.0 percent represents a decrease of 2.02 percentage points from 2021. Handheld cell phone use, by 4.3 percent of drivers, was down from 5.1% in 2021.

**Table 6.1 Seat Belt Survey Summary Data**

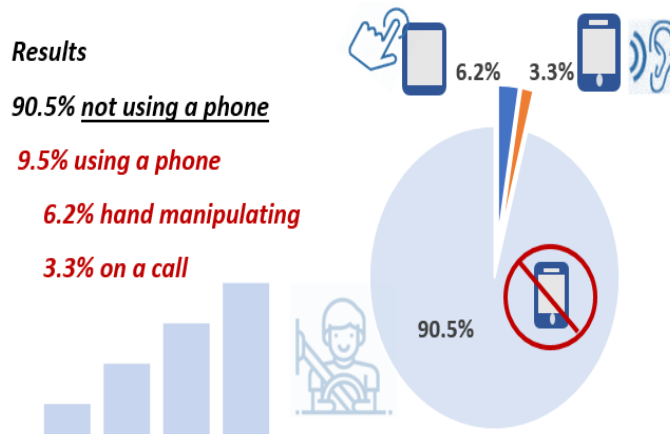
Study Year	Seat Belt Use			Child Safety Restraint Use	Motorcycle Helmet Use	Cell Phone Use
	Total	Drivers	Passengers			
2022	87.0%	90.2%	91.0%	N/A	N/A	4.3%
2021	88.8%	90.3%	93.5%	N/A	N/A	5.1%
*2020	N/A	N/A	N/A	83%	N/A	N/A
2019	90.6%	92.1%	95.4%	N/A	N/A	6.2%
2018	85.9%	88.4%	90.8%	N/A	N/A	6.2%
2017	86.1%	86.1%	86.0%	N/A	69.8%	6.7%
2016	88.0%	88.2%	87.3%	N/A	61.9%	9.1%
2015	86.6%	87.1%	84.8%	N/A	59.6%	8.0%
2014	87.2%	87.1%	87.7%	N/A	61.5%	6.7%
2013	84.7%	84.7%	84.0%	N/A	73.9%	7.4%
2012	82.2%	82.6%	80.2%	75.0%	58.4%	6.2%
2011	82.9%	83.5%	80.6%	79.1%	58.0%	8.3%
2010	81.8%	82.3%	79.9%	78.0%	56.4%	6.6%
2009	80.8%	82.0%	75.4%	87.2%	69.3%	8.3%
2008	79.9%	81.4%	73.3%	80.1%	67.3%	8.1%
2007	80.9%	82.5%	72.7%	86.2%	74.6%	14.6%
2006	78.9%	79.4%	76.4%	88.4%	59.0%	N/A

Source: Preusser Research Group.

\* GOHS took advantage of the NHTSA CARES waiver act to use FY 2019 seatbelt rate for the FFY 2021 HSP. In CY 2020, GOHS did have Preusser Research Group conduct a Child Seat and Distracted Driving survey.

# 7.0 Addendum - Distracted Driving Observational Survey

The Arizona Legislative passed and the Governor signed a bill to prohibit Distracted Driving including texting, and cell phone use that took effect on January 1, 2021 statewide. In November of 2020, The Governor’s Office of Highway Safety commissioned a study to determine the 2021 statewide distracted Driving rate. This study was conducted by the Preusser Research Group Inc. Preusser Research Group (PRG) conducted an observational survey that measured driver phone use at 86 sites spread across the State of Arizona, specifically in the following counties: Coconino, Maricopa, Pima, Pinal, and Yavapai. Observations were completed between the hours of 7 A.M. and 6 P.M, and all sites were surveyed for 15 minutes each day, for all seven days of week. PRG observed a total of 6,880 drivers. Drivers were counted as either: **Phone to Ear (on a call), Manipulating Phone (e.g., Texting, Dialing) or Not Using Phone.** Data were explored by individual category and combined (“Using a Phone” or “any use”).



Cell phone use while driving differed by county. Phone to the ear was similar (around 2%) in most counties but was higher in Maricopa County (4.5%). Phone manipulation was between 2.0 percent and 3.5 percent in most counties but was measured extremely high in Pima County (10.8%) and Pinal County (12.2%).

	N	%	%	%
	Observed	Using (Any)	On a Call (phone to ear)	Manipulating
County				
Coconino	458	5.0%	2.0%	3.1%
Maricopa	3420	8.0%	4.5%	3.5%
Pima	1357	13.0%	2.2%	10.8%
Pinal	1108	14.2%	2.0%	12.2%
Yavapai	537	4.1%	2.0%	2.0%



## 8.0 Addendum - Child Restraint Observational Survey

The Arizona Governor's Office of Highway Safety (AZGOHS) contracted with Preusser Research Group, Inc. (PRG) to develop an observational survey that estimated child restraint usage across the State of Arizona. The survey included one-hour observation periods across 86 distinct site locations. These sites were spread across five counties (Coconino, Maricopa, Pima, Pinal, and Yavapai), with an emphasis on selecting the most populated areas for observations. This inaugural survey was conducted in November 2020 (FFY 2021). Trained data collectors were positioned near daycare centers, schools, shopping centers, recreational areas, and fast-food restaurants. These sites were selected to maximize the likelihood of an increased number of children in the observed vehicles at the selected locations. Data collection included: types of child restraint used in rear and front seating positions; estimated age of child passenger(s) (ages: <1; 1-3; 4-5; 6-12); driver characteristics (sex, age, seat belt use); and vehicle type (car, SUV, pickup, van).

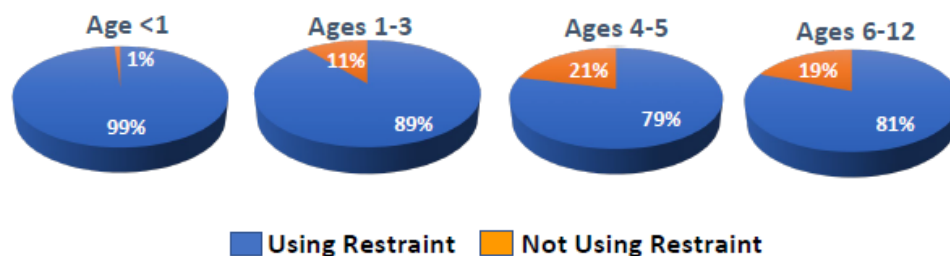
### Survey Results

Observers collected child restraint use data on 2,199 children riding in 1,901 passenger vehicles. In most cases, information was collected on a single child per vehicle. However, observers were able to collect data on multiple children in some instances (up to a maximum of two children per vehicle). **The survey results indicated that 83 percent (+/- 1.56; 95% confidence) of children, ages 0-12, were restrained across the State of Arizona.**

### Usage by Age Category

Observers estimated an age category for child passengers when possible. Age category was recorded for 2,164 of the 2,199 observed children where restraint status could be determined. The survey results indicated that the youngest children (age <1; n=105) were visibly restrained most often (**99%**), followed by the next youngest age group (ages 1-3; n=466) at **89 percent**. Children ages 4 to 5 (n=710) were observed restrained least often (**79%**). Older children (ages 6-12; n=883) were restrained **81 percent** of the time.

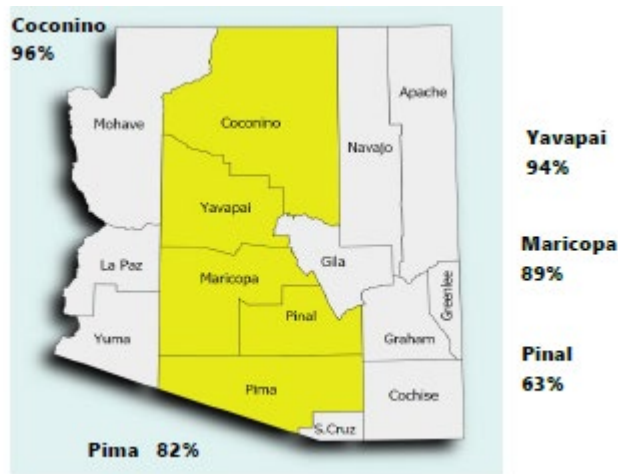
RESTRAINT USAGE BY AGE CATEGORY



## Restraint Use by County

Restraint use for children up to age 12 by county is displayed in the figure below. **Results presented by county should be viewed with some caution given that some counties (Coconino and Yavapai) had a relatively low number of observations.** The total number of observations in Pinal County was adequate (n=426), yet the observed use rate in that county (63%) was much lower when compared to the other four counties. Maricopa County had an 89% use rate and was the highest of the counties with adequate numbers of observations. The table below shows the number of observations by county and by child age category for each county. Again, the number of observations in some age-county groupings are small and may not represent the actual usage in that county for a given age group.

### OVERALL CHILD RESTRAINT USE (AGES 0-12) BY COUNTY



### 2020 NUMBER/USE BY AGE AND COUNTY

County	Age <1	Age 1-3	Age 4-5	Age 6-12	Age Unk	County Total	RESTRAINT USE BY AGE CATEGORY			
							<1	1-3	4-5	6-12
Coconino	0	42	33	33	13	121	N/A	100%	97%	88%
Maricopa	62	274	307	499	10	1152	98%	94%	87%	86%
Pima	34	59	143	136	2	374	100%	83%	78%	80%
Pinal	8	78	180	160	0	426	100%	68%	59%	63%
Yavapai	1	13	47	55	10	126	100%	92%	96%	95%
<b>Total</b>	<b>105</b>	<b>466</b>	<b>710</b>	<b>883</b>	<b>35</b>	<b>2,199</b>	<b>100%</b>	<b>92%</b>	<b>96%</b>	<b>95%</b>